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VOL 1 - ISSUE 1 | JUNE 2018

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POSTER INSIDE



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EDITORIAL LETTER

Our First Issue.

W

We have a vision- to create the greatest, most innovative, authentic, informative, and inspiring automotive magazine in Nepal. No small feat, but one made easier by an extraordinary team of like minded and passionate game changers.

Having been in the business for the past seven years, it's not an undertaking that we took up on a whim. It's a deep engrained passion that spurs us forward in achieving this vision. There is nothing else in this world we'd rather be doing.

This is our attempt to build the perfect automotive community and become the voice for the Nepalese motoring landscape by encompassing as much of the automotive sector as possible. Regardless of whether you find the joys of life on two wheels or four, or you make a living through what you drive; it is the unrelenting love for automobiles and everything related to it that binds us together.

Our goal is to create and become part of Nepal's biggest and most comprehensive automobile community. Within these pages are our heart and soul, what we love, what we live. This is what drives us.

With this issue, we embark on a journey that, we believe, will define us as a company as well as the automotive scene of Nepal. While there are sizeable obstacles ahead of us, we are looking forward to the challenge. It has always been our passion that pushed us to strive for the best; and you cannot buy passion.

WHAT'S INSIDE?



NEPAL DRIVES

VOLUME 1 ISSUE 1
WHITEBOARD IDEAS PVT. LTD.
MITRAPARK, KATHMANDU, NEPAL
P: 9802003727 / 9841540677
REGD: 180513/074/075

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Tel: 01-4247241

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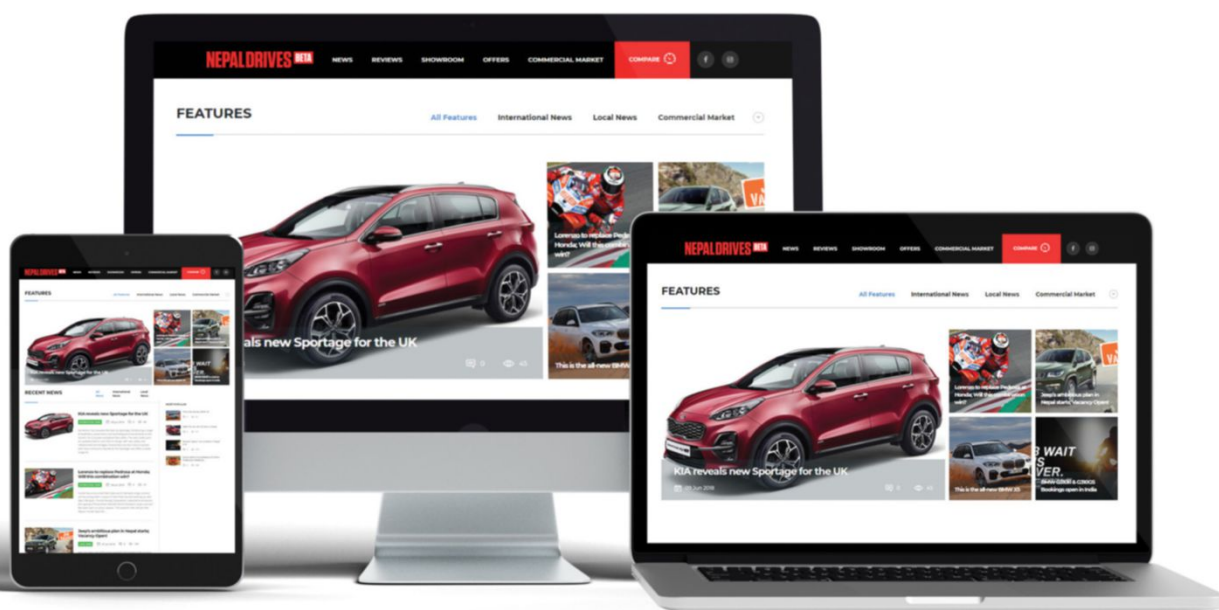
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Honda has announced that triple world champion Jorge Lorenzo will be joining them in place of Dani Pedrosa and teaming up with Marc Marquez. The Spanish rider will join the Repsol Honda Team for the next two years.



ALL NEW HONDA AMAZE

NOW AVAILABLE IN INDIA!

The Amaze is now better equipped and more stylish



Honda has released the second generation Amaze in India. Built on an all new platform, the 2nd generation gets all new design, spacious interior, more efficient powertrain, advanced features and safety technologies. It also features the First in Industry Diesel CVT Technology in the Indian market. This is Honda's first diesel engine combined with advanced CVT, and India will be the first market to launch this technology.

The exterior gets Honda's signature Solid Wing face, headlamp integrated LED position lights, front fog lamps, power adjustable and power folding ORVM with LED turn indicators, Shark Fin antenna and Rear combination lamps.

The sedan uses an all-new platform that has helped Honda make the car larger in size. The Amaze is now longer than and wider but 5mm shorter than the outgoing model.

The wheelbase has been increased by a whopping 65mm, which has opened up additional space inside the cabin. The compact sedan will be available in four trim levels at launch. Under the hood you get a 1.2 Litre 90 bhp petrol and a 1.5 Litre 100 bhp diesel, both will be mated to a five-speed manual gearbox with the option of a CVT automatic.

The Amaze will sport new Digipad 2.0, 7-inch touchscreen infotainment system that is Android Auto and Apple CarPlay-compatible and comes with features like MirrorLink and a Wi-Fi connection to a synced phone for live navigation info. It now comes equipped with a wide range of Honda's active and passive safety technologies, which are offered as standard equipment across all variants. The all new Amaze will be taking the fight to the Suzuki Dzire, Hyundai Xcent, Ford Aspire and Tata Zest.



IN NUMBERS

KEY NEW FEATURES: 5

First in segment F1 inspired Paddle Shift (for Petrol CVT) | Smart Entry System with touch sensor based unlock system | 17.7cm Advanced Touchscreen Infotainment with Audio, Video and Navigation system – Digipad 2.0 with Bluetooth, Apple CarPlay and Android Auto™ and rear camera display | White illumination meter design for high readability and Advanced Multi Information Display | Power adjustable and Power folding ORVM with LED turn indicators.

NEXON

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LEVEL NEX Connectivity



LEVEL NEX Safety



LEVEL NEX Clearance



Kia Motors has revealed the New Kia Sportage in the UK. The new model pairs an updated exterior and interior design with new safety and infotainment technologies. Powertrains are also fully-compliant with future emissions standards.



THE NEW 2018 HYUNDAI CRETA

ADDS MORE OOMPH!

One Word: HOT!

Since the launch of the first Creta in 2015, Hyundai has become an established brand in the compact SUV segment. The benchmark success of Creta with over 4 Lakh customers globally is a testimony of the customers' increasing preference towards this segment.

The mid-cycle facelift further ups the Creta's presence with exciting new aesthetics and modern technology features - To heighten the brand's appeal, the compact SUV gets Cascade Design Front Grille, Smart Electric Sunroof, Cruise Control, 6-way Power Driver Seats, Smart Key Band and Wireless Phone Charger, Speed Sensing Auto Door Lock and Sliding Front Armrest and Driver Seat Height Adjustment.

With all the new additions, Hyundai believes the new Creta will provide high value to customers across all trims.

You now get the option of a dual-tone paint job. Single-tone options include white, orange, black, silver blue and red, while the dual-tone options are white with black, and orange with black. On the inside the dashboard design remains unchanged. However, Hyundai has upgraded the level of kit on each variant, and even the base E trim - which came with safety features like dual-front airbags and ABS - but now gets updated with driver's seat height adjust and a front sliding armrest.





Nothing has changed under the hood, with the previously available 90hp, 1.4-litre diesel; 123hp, 1.6-litre petrol; and the 128hp, 1.6-litre diesel engines. And just like the outgoing model the 1.4 diesel is mated only to a six-speed manual while the 1.6-litre engines get the option of an automatic gearbox. The refreshed Hyundai Creta's rivals remain the same, and consist of the new Renault Captur, Tata Nexon, Vitara Brezza and Honda BR-V.

IN NUMBERS

Number of Engines & Variants: 3 (1.6 Petrol-6, 1.4 Diesel-2, 1.6 Diesel-5)

KEY NEW EXTERIOR FEATURES: 6

Bi-functional Projector Headlamps | LED DRL & Positioning Lamps | R17 Diamond Cut Alloys | Dual Tone Front & Rear Bumpers | Front & Rear Skid Plates | Split Tail Lamps

KEY NEW HI-TECH & CONVENIENCE FEATURES: 6

Smart Electric Sunroof | 6-way Power Driver Seats | Cruise control | Smart Key with push Button Start | Sliding front armrest | Driver seat height adjustment

KEY NEW TECHNOLOGY FEATURES: 4

Smart Key band (H-Band) | Wireless Phone Charger | AutoLink Connected Car Technology | iBlue App Audio Control App

KEY NEW SAFETY FEATURES: 4

Electrochromic Mirror | Front Seatbelts with Pretensioners | Speed Sensing Auto Door Lock | Child Seat Anchor





Suzuki Motor Corporation has achieved accumulated automobile production of 20 million units in India. India becomes the second country after Japan in which Suzuki has reached this milestone, and the fastest country to reach 20 million units in just 34 years and 5 months since starting production in December 1983, breaking the record of 45 years and 9 months in Japan.



RENAULT CAPTUR

DEBUTS IN NEPAL

Can it capture the popular compact SUV segment?



The distinctive looking Renault Captur is now available in the Nepalese market. Available in both petrol and diesel options, the Captur is priced between Rs 45.63 Lakh – Rs 52.43 Lakh for the petrol variant and Rs 50.44 Lakh- Rs 63.38 Lakh for the diesel variant. It is available in a total of 9 variants including the top-of-the-line Platine Dual variant.

The design of the Captur reflects Renault's new design DNA and brings forward the best from the world of Renault. At 4329mm long, 1813mm wide, and 1619mm high, the robust-looking Captur is the widest and longest offering in its category, with best-in-class ground clearance of 210mm. The design is accentuated by its Innovative Lighting Systems (ILS), which provides high impact illumination while being highly energy efficient. Renault will offer several premium design enhancements on the Captur.

The Captur comes loaded with more than 50 premium features as standard

offerings from the starting variant onwards. These include projector headlamps, C-shaped LED DRLs, fully automatic temperature control with rear cooling vents, integrated audio system with USB & Aux-in and Bluetooth, steering wheel controls, and pushbutton start with remote central locking etc. Modern equipments include smart access card, a user-friendly intelligent ULC 3.0 multimedia navigation system with a seven-inch display, voice recognition (for iOS), along with temperature and time display.

The Captur will be available with both petrol and diesel powertrain options. For the petrol option, it will be powered by the 16 valves 4 cylinder 1.5L H4K petrol engine mated to a 5 speed manual gear box, producing 105 BHP at 5,600 rpm and 142 Nm of torque at 4,000 rpm. The diesel version will be powered by the 1.5L K9K diesel engine (common rail injection), mated to 6 speed manual gear box, delivering a maximum power of 109 BHP at 3,850 rpm and peak torque of 240 Nm at 1,750 rpm.

The Captur is certified to exceed frontal and lateral crash test parameters. It is equipped with a host of active and passive safety features across all variants including dual airbags, ABS with EBD & Brake Assist, rear defogger, rear wiper & washer, 2 lateral ISOFIX – child seat anchor, height adjustable seat-belts and speed sensing auto door lock. Additionally,

Renault will also offer side airbags, Electronic Stability Control (ESC) and Hill Start Assist, Cruise Control with Speed Limiter, LED front fog lamps with cornering function, auto head lamps and rain sensing wipers.

IN NUMBERS

KEY NEW FEATURES: 6

Widest and longest | Best-in-class ground clearance of 210mm | Innovative Lighting Systems (ILS) | Sparkle full LED headlamps with unique floating indicators | LED ambient lighting inside the car | R17 Crystal Cut alloys

KEY PREMIUM FEATURES: 5

OneIntegration concept | C-shaped Sapphire LED DRL | Fully automatic temperature control with rear cooling vents | Integrated audio system with USB & Aux-in and Bluetooth | Push- button start with remote central locking

KEY SAFETY FEATURES: 5

ABS with EBD & Brake Assist | 2 lateral ISOFIX – child seat anchor | Electronic Stability Control (ESC) and Hill Start Assist | Cruise Control with Speed Limiter | Auto head lamps and rain sensing wipers



ROLLS-ROYCE CULLINAN

SUV MEETS LUXURY!

The hottest luxury SUV segment just got a new competitor

When Rolls-Royce announced three years ago that it would launch Cullinan, it did so in the knowledge that its customers around the world had asked it to build “The Rolls-Royce of SUVs”, with luxury, performance and usability not seen before in the SUV market. With global customer expectations in mind, Rolls Royce envisioned a motor car that will both take them to and meet them at the pinnacle of life. Cullinan is that motor-car.

Cullinan, the most anticipated car of 2018 and, quite possibly, the most anticipated Rolls-Royce of all time is named after the largest diamond ever discovered which now resides in the British Crown Jewels. The company calls it an all-terrain high-bodied car that makes the idea of authentic, luxury

off-road travel a reality for the first time. Rolls have given their SUV a contemporary and functional design ensures Cullinan gains iconic status in the face of increasingly bland SUV designs.

Cullinan is also the first “three-box” car in the SUV-sector as it has rear partition wall that creates a distinct environment for passengers, separated from the luggage compartment. Cullinan is the second new Rolls-Royce to sit on the all-new aluminium ‘Architecture of Luxury’ platform and is the most technologically advanced vehicle from the Rolls.

All this luxury has also been tested to destruction all over the planet, which makes Cullinan an incredibly capable off-

roader. The offroading in this SUV has been amazingly simplified, you don’t need to press a whole lot of buttons, shift to different gears, turn dials or knobs, there is a button the central console that says “offroad” you press that... and that’s it!

Powering the Cullinan is the 6.75 litre twin-turbo V12 Rolls-Royce engine delivers 563BHP and 850Nm of torque to the all-new all-wheel drive and an all-wheel steer system. Not that price matters to the ones who will actually buy the Cullinan, however, it will start at \$325,000 and will only climb from there depending on how you want it. The Cullinan is going to give some serious competition to luxury SUVs and we can’t wait to see what the future holds for luxury SUV segment.



IN NUMBERS

NUMBER OF SEATS: 5	VEHICLE DIMENSIONS (L/W/H): 5341MM/2164MM/1835MM	WHEELBASE: 3295MM	BOOT VOLUME: 600 LTRS	ENGINE/ CYLINDERS: 6.75 LTR/12
POWER: 563 BHP @ 5000 RPM	TORQUE: 850 NM@1600 RPM		FUEL TYPE: PETROL	

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TEST DRIVE

FORD FREESTYLE

A NEW COMPETITOR

WORDS & PHOTOGRAPHY: NEPALDRIVES

I In a segment led only by a couple of other competitors for a long time, Ford has showed up late, but the company has done its homework to set the long dormant segment on fire once again. Feast your eyes on the Freestyle, the cross hatchback version of the supposedly new Ford Figo, which is yet to be launched. Ford calls the Freestyle a Compact Utility Vehicle or CUV for short, and this is Ford's wildcard against the Hyundai i20 Active and Toyota Etios Cross. However, is the Freestyle just a jacked up Figo with some body armor on? Or is it something completely different? We are here to find that out.





EXTERIOR

Featuring a striking-look, a commanding stance and dynamic design, the Freestyle is not looking to fit in. Ford's signature trapezoidal grille, in an aggressive all-black design with raised ridges and sweeping straight lines moving from front to the rear is distinct. It also gets all the off-road extensions like roof rails, plastic claddings on the lower half of the body and scuff plates, these elements coupled with the high ground clearance makes the car look like an SUV. Other distinctions come in the form of angularly shaped fog lamps with black enclosures and a revamped bumper design. The crossover aspects can also be seen in the flared wheel arches. The car also gets new 15-inch alloy wheels.

INTERIOR & FEATURES

The moment you step in, it is evident that Ford has paid a lot of attention to the cabin; gone are the beige interiors. Instead you now get a chocolate and black combination with piano black inserts on the console and steering wheel and

chrome on the vents, dials and buttons, which makes the cabin feel more premium.

The dials are smaller than what we'd prefer, which makes all the indicators feel like they're cramped into a small space. Storage is ample with a sizable glove box, door and console pockets where you also get a dedicated place to keep your phone, dual USB ports and a 12V power outlet. The console houses a 6-inch touchscreen with Bluetooth and media controls. However, Ford's Sync3 system is found only on the top spec titanium+ model. The screen on our review car was plenty smooth and responsive so we don't have any complains. Apart from this, you get a bucket full of features like 6 airbags depending upon the trim, ABS and EBD as standard, rear view camera, traction control and ARP.

SAFETY

In terms of safety kit, the Freestyle comes with dual airbags and ABS as standard. Top versions of this CUV gets six airbags, traction control, and Electronic Stability Program (ESP). You also get Active Rollover

YOU GET A BUCKET FULL OF FEATURES LIKE 6 AIRBAGS DEPENDING UPON THE TRIM, ABS AND EBD AS STANDARD, REAR VIEW CAMERA, TRACTION CONTROL AND ARP.





Prevention (ARP) feature in the Titanium and Titanium+ variants. Ford has definitely got your back on this one. ARP automatically detects and avoids potential rollover situations by applying brakes to the individual wheels and decreasing engine torque. This simply means that you can corner at higher speeds than you normally would without the fear of rolling over, although we don't recommend doing that recklessly, safety first!

There is also Ford's MyKey function that allows owners to pre-set max volume levels and speed limits to keep their children from deafening themselves and chauffeurs from breaking speed limits, but we are sad to report that this feature is only available in the Titanium + variant.

PERFORMANCE

The Freestyle is the first model to be offered with Ford's new naturally aspirated, 1.2-litre, three-cylinder Ti-VCT engine developing 96 horsepower, making it the most powerful of the naturally aspirated 1.2 petrols on sale. The engine is impressively quiet and the build of speed is smooth, this is also an engine that gets better the more you rev it.

**THE ENGINE IS IMPRESSIVELY QUIET
AND THE BUILD OF SPEED IS SMOOTH,
THIS IS ALSO AN ENGINE THAT GETS
BETTER THE MORE YOU REV IT.**

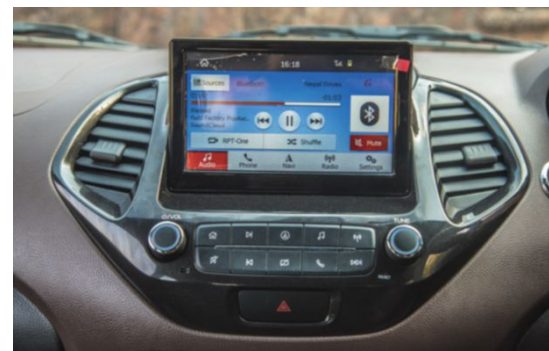


The Freestyle features a new five-speed gearbox that feels light, crisp and comes with a well-weighted clutch. The Freestyle rides on 185/60 tyres on 15-inch rims and the larger rolling circumference means large potholes do not swallow the tyres. What also comes handy is the impressive 190mm of ground clearance. It is no SUV, but it still feels like a rugged little thing. High-speed stability is impressive too but road and wind noise are not near class-best levels.

Now, we weren't going to read about the ARP and just take Ford's word for it. So we did what we know best and found an open space to vent out some frustration... we mean test out the ARP. Seatbelts on and foot hard down, we proceeded to kick up some dust. We didn't hold anything back during this test and did our best to unsettle the Freestyle. Alas, it stood strong and took anything and everything we threw at it.



WE WEREN'T GOING TO READ ABOUT THE ARP AND JUST TAKE FORD'S WORD FOR IT. SO WE DID WHAT WE KNOW BEST AND FOUND AN OPEN SPACE TO VENT OUT SOME FRUSTRATION... WE MEAN TEST OUT THE ARP.



Which is great or we'd be writing this review upside down, from inside an overturned car.

VERDICT

The Freestyle is a solid car, it has a powerful engine that is easy and fun to drive, the car glides down with ease and takes on the turns with excitement and handles bumps and potholes with comfort. The interior is plush and well-equipped and the car comes loaded with safety features.

Overall, the Freestyle is one of the best cars in its class. If you are in the market looking for an everyday car that is rugged and fun to drive, you should definitely consider adding this one on the list.

SPECIFICATION

DISPLACEMENT: 1194CC | **FUEL TYPE:** PETROL | **MAX POWER:** 95 BHP @ 6500 RPM | **MAX TORQUE:** 120 NM @ 4250 RPM |
TRANSMISSION TYPE: MANUAL | **NO. OF GEARS:** 5 | **DRIVETRAIN:** FRONT WHEEL DRIVE |
DIMENSIONS (LXWXH): 3954MM/1737MM/1570MM | **WHEELBASE:** 2490MM | **GROUND CLEARANCE:** 190MM |
KERB WEIGHT: 1044KG

PRICE

RS. 26,99,000- RS.35,99,000

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OWNER'S REVIEW



“

I have been a loyal Volkswagen customer over the past 5 years. I used to drive a Volkswagen Vento, which I still have, before getting the Volkswagen Polo. The best thing about the Polo is that its built like other Volkswagen cars – sturdy, power-packed and comfortable. It is powerful, dominant and a head-turner. My Polo comes with a 1.6-litre petrol engine which is a perfect amalgamation of power and efficiency. Now coming down to the aftersales service, it is affordable, prompt and always welcoming. To sum everything up, from the stylish exteriors to premium interiors, everything in the Polo is crafted for your comfort.

Mr. Gyanendra Lama

Managing Director - Kathmandu
Boutique Hotel

SPECIFICATION

Engine Type: 1.6L MPI Engine, 4-Cylinder in line
Displacement (cc): 1598
Transmission: 5-speed Manual
Max. Power [PS (kw) @ rpm]: 105 (77) @ 5250
Max. Torque [Nm @ rpm]: 153 @ 3750



CONTACT

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TEST DRIVE

Small One with a Big Heart

2017 SSANGYONG TIVOLI

WORDS & PHOTOGRAPHY: NEPALDRIVES



The small SUV market is the most rapidly growing markets in the automobile industry, over the years consumer preference over small SUVs has increased exponentially. This is also the reason why this segment is one of the most competitive segments. So for any car to really make it in the segment they have to really stand out to get noticed and fortunately the SsangYong Tivoli does just that ; it stands out. Tivoli is one of those small SUVs that provide the look and feel of an Off-roader but with the performance and running costs of an everyday family hatchback. How does the Tivoli stack up against its competition? Read on to find out.





EXTERIOR

On the outside the Tivoli looks small and low, its not very high off the ground so we don't recommend you go off-roading in this. On the front you get a bumper that masks the headlights and the fog lights down below with a narrow slit for the grille. The fog lamps are also wrapped around with body colored bumpers.

You'll find black inserts between the headlamp units that come with projectors and DRLs with a sizeable SsangYong badge placed in the middle. Over to the side, the first thing you will notice is the sloping roof with two clean lines above and below the door space with a sharp curve line just above the rear door handle that has also been raised to add some muscle to the car. While this raised body work looks normal in pictures it is very pronounced when face to face as it even shows in the rear view mirrors. All this sits on alloy wheels, which adds to the decency of the vehicle.

INTERIOR

As we've said earlier, it is important to stand out. Tivoli does that on the inside, starting from the doors that open nice and wide. And space is the name of the game. Our review team consists of 5 larger than average Nepalese, with the driver's seat set to the needs of one of our reviewers who is over six feet tall, there

was plenty leg room and head room for others at the back. Seating three in the back is also comfortable because of the low transmission tunnel, you could definitely go on a long drive with all 5 on board without any complaints. The materials used inside the cabin is also good, the steering feels nice and chunky with media controls, the touch screen infotainment system is also smart and responsive, there are adequate soft touch materials and there are lots of storage spaces.

SAFETY

Tivoli is equipped with 7 airbags for maximum passenger protection on impact – the most in its class. These include a driver's knee protection airbag – a feature normally found in prestige vehicles- also a high grade steel monocoque structure and a range of electronic safety aids. Tivoli EX and ELX also feature AEBs, an automated braking system that gives these models a 4 star Euro NCAP rating. In addition to this, ELX models feature a Lane Keeping Assist system, Traffic Sign Recognition and High Beam Assist. Tivoli is equipped with ISOFIX child seat mountings to the rear outer seats to allow a firm and rigid attachment of child seats. In the event of a collision, the pre-tensioner immediately tightens the seatbelt over the chest and lap, ensuring the occupant is in the best possible restrained position



“

IN THE EVENT OF A
COLLISION,
THE PRE-TENSIONER
IMMEDIATELY
TIGHTENS THE
SEATBELT OVER
THE CHEST AND LAP.





**REST ASSURED,
THE TIVOLI
MAKES YOU FEEL
VERY SAFE WHEN
YOU ARE ON THE
ROAD.**





if the airbags are deployed. Rest assured, the Tivoli makes you feel very safe when you are on the road.

PERFORMANCE

Tivoli is powered by a 1.6-liter petrol, which is mated to a 6-Speed transmission that produces 124 BHp. It is a naturally aspirated petrol engine, with maximum power coming in at 6,000rpm, while peak torque of 160 Nm arrives at 4,600rpm. The accelerator is responsive and the clutch is light, and with a steering wheel, that has different selectable modes. The double disc brakes Tivoli offers also gives you a sense of confidence behind the wheel. While the lack of ground clearance will discourage you from going offroad, on road experience in the car feels commendable. Coming back to that steering wheel, it offers three modes; “Normal” which as the name suggests is preferable for normal everyday driving which doesn’t require further explaining. There’s a “Comfort” mode which increases the sensitivity of the steering wheel and decreases the weight and the feedback, which equals to smooth city driving, taking tight U turns becomes as easy and smooth as carving butter. Then there is the “Sport” mode, which adds extra heft and feedback to the steering wheel that is felt in every turn, this adds an extra sporty feel to the car.

VERDICT

Tivoli is that small SUV with a big heart; it is amazingly spacious and properly equipped. The drive is easy around the cities and the car is loaded with safety kit that gives you confidence behind the wheel. The car has all the features you need and on the outside it is quite the looker. Tivoli is one good small SUV that you should take a look at.

SPECIFICATION

ENGINE TYPE: E-XGI 160 PETROL
DISPLACEMENT: 1597CC
MAX POWER: 126 BHP @ 6000 RPM
MAX TORQUE: 160 NM @ 4600 RPM
TRANSMISSION TYPE: 6 SPEED MANUAL
DRIVETRAIN: FRONT WHEEL DRIVE
DIMENSIONS (LXWXH): 4202MM/1798MM/1590MM
WHEELBASE: 2600MM
GROUND CLEARANCE: 190MM
BOOT SPACE: 423 LITRES
PRICE: RS. 56.99,000

CONTACT

IMS MOTORS
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 01-4412055, 9802002750



ND TRAVELS

*Adventures of
Untold Goodies:*
Solukhumbu



Ateet Shrestha lives a life many envy. More importantly, he follows his passion for a living and that's not a luxury everyone is lucky enough to enjoy. Co Owner at Genesis Café, Ateet follows two passions of life, motorcycles and culinary love. A chef by profession and a wanderer at heart, his travels inspire his culinary work.

In the wake of his most recent excursion to Solukhumbu, we caught up and indulged in some conversation with him.

PHOTO COURTESY: Ateet Shrestha (Genesis Cafe)



**ON DIFFICULT ROADS WE'D
HAVE TO CARRY OUR
MOTORCYCLE.**

"I try to spend time with people, learn how they live, soak in their culture, observe what they do and what they eat." Ateet explained.

From his earlier trip to Mustang, he applied the knowledge from his time spent with the Thakali people on his cuisine. This allowed him to hone his skills and improve his cooking to elevate the experience of the Nepali thali for his customers.

This was part of their new series called "Adventures of Untold Goodies". After Chitlang and Dhulikhel, the series takes viewers to Solu, a sub region of the Solukhumbu district. In this visit they covered Faplu, Salleri, Nazing, Pongboche. Their ride of choice? The trusty Toyota Hilux and the nimble Ducati Hypermotard. Here's a photographic journal of their excursion to the less travelled roads of Solukhumbu.

"We stopped at a place after crossing Maneybhanjyang, there were hills all around, no cell phone reception, no location no nothing, just a road beside a forest. After that we straight up stopped at Faplu, which is almost 250 km from the capital city. We were two people, one in a truck, other on a motorcycle. On difficult roads we'd have to carry our motorcycle."

"My friend owns a boutique Lodge at Faplu with only 8 rooms, you will get everything organic there in terms of food."



"The next day we went to a place called Nayabazaar located close to Salleri. It was reminiscent of the farmer's market that happens here in Kathmandu. It was surprising to learn that this was the only market that's been in operation for a very long time."

The local farmers bring their produce there, which is grown in the Solu region and also from the terai. *"It was an amazing experience to see an actual farmer's market there."*

"I got to spend a lot of times with the locals and their unique living style, culture, homes and the food they eat are amazing."

With more and more cuisines from different countries gaining popularity, there is no reason for a food culture as rich as Nepal's to fall behind.

Atet further explained; *"Our varieties and ways of eating, our traditions, they are all diverse from place to place. That's why I want to add a little modern twist on this already rich cuisine. A cherry on top, if you will, to a heritage and represent that to the entire world in the future. This is why I spend a lot of time travelling to these culturally rich places which our country has in abundance."*

Solu cuisine, has changed over the years and ancient traditions are rarely seen. You can definitely feel the culture, but as the generations have passed, things have been added or removed. Their popular foods are aalu roti, shyakpa, and thenthuk.

Shyakpa is made from a meat broth, farm fresh vegetables, thinly sliced dough boiled in the broth, and potatoes. Potatoes seem to find their ways into all foods.

TIPS:

- The destination is 250 kms away from Kathmandu. If you ride often and you have enough energy, I would suggest you make that trip in a single day. If not, split it into two and rest at Patale.
- You need to set some time to explore the place. A month long trip wouldn't be enough to explore all of the Solu region. So plan ahead, pick a time frame, maybe 7 days.
- You can hike, trek, or spend time with people. Plan that out. If possible get a dirt bike, it will be much more suited to the terrain. I took a heavier bike, but I'd suggest something lighter.



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A yellow Ford Mustang GT is parked in a garage. A bright spotlight illuminates the ground in front of the car. The garage has a blue and white striped wall, a red fire extinguisher, and a blue car lift. A sign on the wall reads "BAY 3".

TEST DRIVE

YELLOW
FURY
FORD MUSTANG GT

WORDS & PHOTOGRAPHY: NEPALDRIVES

"It's not pressure, it's excitement." we kept telling ourselves, desperately trying to calm our nerves.

7 years we've spent doing this, this business of reviewing cars and motorcycles for a living. But every once in a while a product comes by and manages to send nervous tingles coursing through our bodies. Face to face with this iconic machine, that familiar feeling came coursing back.





By definition, an icon is a representative symbol of a culture or movement; perhaps one that is even considered worthy of admiration or respect. Elvis Presley is an icon of rock and roll, Muhammad Ali, the face of boxing. So, in that retrospect, you'd be quiet right in saying that the Ford Mustang is the cultural icon of the auto-world.

As one of the few cars to be recognized even by non-car enthusiasts around the world, the Mustang has been the metal metaphor for America. First produced in 1964 the Mustang has triumphed as a symbol of brazen horsepower recited through screeching tires and blisteringly fast standing miles. Pop culture and media have further perpetuated this reputation for the legendary car.

Had we been talking about the Mustang in this manner only a couple of months earlier, this would all have been shelved as guff gaff between fellow car enthusiasts. However, Go Ford Nepal has put a very serious and surprising twist to this whole situation by rolling the pony car into the streets of Kathmandu.

Believe it or not, the Mustang GT is here in Nepal; brandishing the coveted

pony emblem and a menacing intent to conquer the roads of Nepal. We are ready to bow down to our new V8 overlords. But first, it's time to get our hands dirty with this beast.

EXTERIOR

One of the many things that the Ford Mustang has been popular for are its looks. It has enticed car lovers for 50 years and this 2017 Ford Mustang GT, which we have on review, shows why.

The blatant display of muscle and brawn by the Mustang's aesthetics is Ford's territorial growl that firmly establishes its presence. Wearing the triple yellow tricoat, the Ford Mustang GT scores massive points on the head-turnometer.

Confront the Mustang head-on and a pair of aggressive headlights with signature LED DRLs stares you down. The chrome pony, an emblem that successfully branded the American 'muscle car' and 'pony car' category, sits smack dab in the middle of the massive grille.

Furthering the muscular persona are the defined and pronounced bodylines that run through the absolutely massive

bonnet and body panels. The raked roofline slopes down to the rear that has the recognized tri-bar LED rear lights flanking the 'GT' moniker embellished in chrome. Other things worth noting in the rear are the dual exhausts and diffusers.

Low slung and running on black alloys, the Ford Mustang GT is a beautifully sporty and menacing sight on the roads of Kathmandu. As of now, there is no other vehicle running on four wheels that will be able to steal the thunder from the Ford Mustang GT.

INTERIOR

The interior is one of the finest you'll find in the country, maybe only surpassed by the Germans. Without feeling too cluttered, the interior features have bold, chunky lines throughout the cabin.

There is a retro 60's feel to the interiors that is reflected mainly via the sizeable three-spoke steering with a circular horn in the middle. The flat dashboard with circular vents and a huge instrument cluster with analogue dials add to the classic feel of the Mustang.

**THE MUSTANG HAS TRIUMPHED
AS A SYMBOL OF BRAZEN
HORSEPOWER RECITED
THROUGH SCREECHING TIRES
AND BLISTERINGLY FAST
STANDING MILES.**



**THE BLATANT
DISPLAY OF MUSCLE
AND BRAWN BY
THE MUSTANG'S
AESTHETICS IS
FORD'S TERRITORIAL
GROWL THAT FIRMLY
ESTABLISHES ITS
PRESENCE.**



The center console has a touchscreen infotainment system with a fantastic user interface with Apple Car Play and Android Auto connectivity that syncs your Smartphone seamlessly. Aircraft-inspired gauges and switches are nice touches to the excitement of the experience. Ford says that aviation did influence the styling of the interiors. And just to bring the point home, the speedo reads 'ground speed'.

Some of the other key features include Pony projection puddle lamps, rain sensing wipers, dual zone climate control, power adjustable front seats, ambient lighting, etc.

Getting in and out of the Mustang isn't difficult, even if you are a large bloke. Once inside you'll be able to find a comfortable position. This is a very good thing because chances are, once you get the V8 engine running, you will not want to get out any time soon.

Rear seats, on the other hand, are strictly meant for children. Adults will have to really cram in and suffer throughout the drive. Unless you're next in line to drive, you might not have as fun of an experience. If you were wondering about the safety, it scores high marks on this respect too.

Every Mustang GT comes standard with frontal, side, overhead and knee airbags. It also comes with a backup camera and post-collision alert system as standard kit. In a vehicle that has every potential of scaring the driver behind the wheels, the safety features will be of much solace.

PERFORMANCE

Now, coming to the meat of the matter. As popular and appealing as the aesthetics are, the real appeal of the Mustang GT lies under the bonnet. As promised by the badge on the side panel, a massive 5.0 Liter

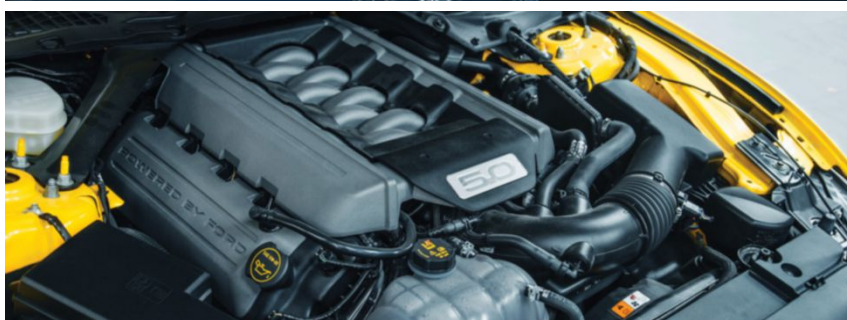


V8 is at the heart of the Mustang. This force of human engineering is capable of sending 435 maniacal horses galloping to the rear wheel. Torque figures come to a healthy 542NM. What these stats mean is that you will be able to crunch crazy numbers on the speedometer and watch the kilometers fly by.

Here is how the Mustang experience generally goes. The moment you shift into gear, via the satisfying 6 speed manual gearbox, you transcend into a totally different mindset. You have a significantly heightened sense of sight; your reflexes are more acute. The nervous energy that you had up till this point

will change into focused concentration the moment you release the clutch and sprint into momentum. Flex the long travel accelerator and you can feel every one of the horses pulling the car forward with vigor. Stamp down and the car squats into its hindquarters and propels forward with cruel intentions.

Unfortunately, we didn't have the liberty of really hitting the corners with the Mustang GT, we doubt anyone but the owner has the luxury (and right) of doing so. However, with the all-independent suspension setup that the Mustang gets, we can vouch for its splendid handling capabilities.



**YOU BUY IT BECAUSE OF ITS LONG-
STANDING ICONIC STATURE. YOU BUY IT
BECAUSE YOU'VE GROWN UP DREAMING
ABOUT ONE DAY OWNING A MUSTANG. YOU
BUY IT BECAUSE IT IS A
MUSTANG.**

Regardless, the straights are where this iconic muscle car truly shines. Notorious for its ability to demolish standing miles, there is no car in the country that even comes close to the Ford Mustang GT. Accompanied by the bellows of the 5.0-liter V8, the driving experience you get from the Mustang is difficult to replicate. You get four selectable driving modes – Normal, Sport+, Track and Snow/Wet. In Sport+, the engine is allowed to rev that little bit more and feels more responsive too.

Braking is handled by discs all around, which do a great job of bringing the car to a halt. There is plenty of bite that instigates enough confidence in the driver.

VERDICT

There is little point in beating around the bush here; the Ford Mustang GT blew our minds, as it rightly should. To have this iconic automobile in Nepal was exciting, to be able to test drive it was surreal. It lived up to every bit of the expectation and hype. Whether it is in terms of its presence or the experience of driving it, the Ford Mustang GT knocks it out of the park. They say there is a feeling you get from a Mustang that you don't get from any other car, and we'd have to agree.

Arguing about the practicality of it is pointless. You don't buy the Mustang for its everyday usability or mileage or the ground clearance; you buy it because of its long-standing iconic stature. You buy it because you've grown up dreaming about one day owning a Mustang. You buy it because it is a Mustang.

Oh, and because it is priced at Rs. 1.69 crores, you buy the Mustang because (and only if) you can.

SPECIFICATION

ENGINE TYPE: 5.0L NATURALLY ASPIRATED V8

DISPLACEMENT: 4951CC

MAX POWER: 396 BHP @ 6500 RPM

MAX TORQUE: 515 NM @ 4250 RPM

TRANSMISSION TYPE: 6 SPEED AUTO TRANSMISSION WITH
PADDLE SHIFTERS

DRIVETRAIN: REAR WHEEL DRIVE

DIMENSIONS (LXWXH): 4784MM/1961MM/1391MM

WHEELBASE: 2720MM

GROUND CLEARANCE: 137MM

SEATING: 4

KERB WEIGHT: 1770 KG

PRICE: RS.1,69,00,000

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Model Name: **2013 Toyota Land Cruiser Prado TX**
 Km: **44,000**
 Engine: **3.0L D4D Diesel with Manual Transmission**

PRICE: Rs 1,35,00,000

The tales of the Land Cruisers has been legendary. Whether it's traversing treacherous terrains or ruling the roads of the city, Toyota Land Cruisers are a force to be reckoned with. As it usually is with Toyota, time seems to have minimal effect on these beasts. At 44,000kms clocked in the 2013 Prado TX is still in its prime.

Model Name: **2014 Toyota Hilux (6 Airbags + Audio control on Steering)**
 Km: **38,000**
 Engine: **3.0L D4D Diesel with Manual Transmission**

Price: Rs 59,50,000

The 2014 Toyota Hilux is something you'll always look back at as you walk away after parking it. Utility wise the Hilux has served private owners and companies for years, and the chances of disappointment is very little with this beautiful beast. With a 3.0L diesel engine pumping in its heart, the Hilux is a certified workhorse.





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Model Name: **2008 Hyundai Tucson**
 Km: **66,000**
 Engine: **2.0L CRDi Diesel with Manual Transmission**

Price: Rs 25,75,000

At its time the Tucson was a status symbol, a class act, and a dependable machine for the Nepali crowd. A decade later, there have been other iterations that have taken its place but the foundations still remain strong. The 2.0L diesel engine has clocked in 66,000kms but there is still plenty of life in it.

Model Name: **2010 Hyundai i10 Sportz**
 Km: **36,000**
 Engine: **1.2L Kappa Petrol With Manual Transmission**

Price: Rs 14,75,000

Looking for your first car? Short on cash? Kill two birds with one stone with this dependable and affordable starter car. The Hyundai i10 is one of the most practical first cars you can get, and a used one with just 36,000kms on the milometer it's a steal.



Model Name: **2016 Honda Jazz V**
 Km: **8,000**
 Engine: **1.2L i-VTEC Petrol with Manual Transmission**

Price: Rs 27,50,000

Always wanted to make a style statement? Well, the Honda Jazz has got it locked down in the style department. Having run only 8000kms, this Jazz is just beginning to strum its tunes.

Model Name: **2013 VW Vento Highline**
 Km: **26,000**
 Engine: **1.6L Petrol with Manual Transmission**

Price: Rs 23,25,000

If a German badge is what floats your boat, then the VW Vento is a good candidate for your automotive purchase. 26,000kms is a walk in the park for the Volkswagen family, there's plenty more fun to be had with this one.





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TEST RIDE

THE ART OF DECEPTION: TEKKEN 250

WORDS & PHOTOGRAPHY: NEPALDRIVES

B Back in 2009, one of us at Nepal Drives fell head over heels for a motorcycle that went by the name of Daelim VT Evolution. At a time when the Kawasaki Eliminator (see Bajaj Avenger) was in its heyday and the Orange County Choppers was *THE* show to watch on television, the cruiser styles of the VT Evolution was difficult to resist. With low-slung seats, wide handlebars, an engine disguised to look larger than it really was, and a massive speedometer on the tank, the attention it received was not surprising.





However, like many things in life, there was more (or less) to it than what you saw at first look. Although it looked like a cruiser, it was far from it. Equipped with a tiny 125cc engine, at best, the VT Evolution was a commuter masquerading as a cruiser. The more you looked at it, the tackier it got. To the experienced eye, the overly chromed bits, plastic build, and the embarrassing power output stood out like a nasty sore. Yet, for the less experienced, slightly overweight teenager looking for his first motorcycle, the VT Evolution was a very plausible choice; one that you could easily obsess over.

Fast-forward to 2018 and we have with us the Motorhead (Fuego) Tekken 250: a dual sport motorcycle from the Chinese manufacturers that, at first look, appears to be a strong, good-looking contender. A motorcycle that is deceptively striking; so much so, that an eager youngster could easily obsess over it.

STYLING

From afar, the Tekken 250 is a handsome motorcycle. A muscular build with elements like a high front fender, sculpted fuel tank, knobby tyres, and

dual exhaust pipes all make for an appealing demeanor. Yet, upon closer inspection, you begin to notice certain shoddy elements that might change your perception. A loud orange painted logo of the Motorhead brand on the engine seems really out of place; the same goes for the numerous decals and stickers that read out things like “6G” (which stands for 6 gears), and “for all terrain”. The instrument cluster looks like something you’d use to check your blood pressure at home and led strips on the fuel tank that light up along with the side indicators look cheap.

Still, we have to admit, the Tekken 250 isn’t a terrible thing to look at. In fact, it is somewhat of a head-turner. This could be due to the fact that it’s a new comer, but it still gets a lot of attention. The back end of the Tekken looks pretty decent



**A
MOTORCYCLE THAT
IS DECEPTIVELY
STRIKING;
SO MUCH SO,
THAT AN EAGER
YOUNGSTER
COULD EASILY
OBSESS OVER IT.**





with the dual exhausts and vertical taillights. Sharp designs throughout the machine help give it a masculine appeal.

PERFORMANCE

On paper, this is an “all terrain” motorcycle. That implies that it’ll go where you ask it to, whether it’s winding up tarmac twisties or up rocky climbs. But, so will a Hero Splendor, or a Bajaj Platina. In order to really claim a spot amongst real dual sport motorcycles the Tekken has to be capable and eager to conquer mountains. Quite the reverse, the Tekken is as eager to take on off road terrain, as a lazy fat kid is eager to go on morning runs. For a dual sport, the suspensions are horridly stiff and off road rides will take a toll on your body. The only saving graces are it’s tall riding stance and knobby tyres that work well when the asphalt ends.

Thankfully, on pitched roads, the same stiffness of the suspensions gives it composure. It might not be keen on leaning haphazardly into corners but it gets the job done.

The engine is a 250cc mill that churns out a modest amount of power, which is okay for city riding, but not up to par for a quarter liter engine. Handling is easy and sans of any nasty surprises. But, as mentioned earlier, the suspension for off road riding is a little too stiff.

VERDICT

In many ways, the Tekken 250 is well suited for Nepal’s roads. There are just enough dual



SPECIFICATION

DISPLACEMENT: 223CC WITH INNER BALANCER | **DIMENSIONS (LXWXH):** 2070MM X 900MM X 1110MM | **WHEELBASE:** 1350MM | **SEAT HEIGHT:** 820MM | **SPROCKET:** DRIVE SPROCKET:520-13T; DRIVEN SPROCKET:520-42T | **GROSS WEIGHT:** 157KG | **NO. OF GEARS:** 6 GEARS, MANUAL CLUTCH | **BRAKE TYPE:** FRONT & REAR HYDRAULIC DISC BRAKES
PRICE: RS. 3,50,000



sport characteristics for the Tekken to work well in our broken roads. Nevertheless, we have to say, it is not an all terrain machine at heart. It will go on off road trails, but you won't be a happy camper and neither will the Tekken.

Much like the Daelim VT Evolution at its time, the Tekken 250 impersonates a rugged, purpose built dual sport. But to a more experienced eye, certain aesthetic glitches stick out like a sore thumb. Nevertheless, it is entirely possible that many will fall prey to the Tekken's appeal. And, to be honest, for a motorcycle manufactured in China, it is robustly built and distinctly alluring.

More importantly, for a 250cc dual sport motorcycle priced at Rs.3,50,000, all the niggles seem less prominent. Hence, completing the deception and shining out like a true star.



CONTACT

SLR TECHNO AND TRADE PVT. LTD
DHOBIGHAT, LALITPUR
PHONE: 01-5542934, 5539592

From the Company that hold
Guinness World Record
in Longest Journey By Motorcycle (35,511)

TEKKEN 250



4strokeair cooled
Loncin RE 250 Engine



Dual Exuast




Digital
Speedmeter



Spectacular Design



BIKE SPECIFICATION

	Model	Tekken 250
	Displacement	223cc with inner balancer
	L*W*H/mm	2070*900*1110MM
	Wheel Base/mm	1350
	Seat Height	820MM
	Sprocket	Drive Sprocket:520-13T; Driven Sprocket: 520-42T
	Net. Weight/Gross. Weight	132KG/157KG

TRANSMISSION

No. of Gears	6 Gears, manual clutch
Gearshift method	International
Min. Fuel Consumption	2.2L/100KM

TYRE & BRAKE

Tyre Size(Front)	110/90-17 thread tyres
Tyre Size(Rear)	130/80-17 thread tyres
Brake Type	Front&rear hydraulic disc brakes

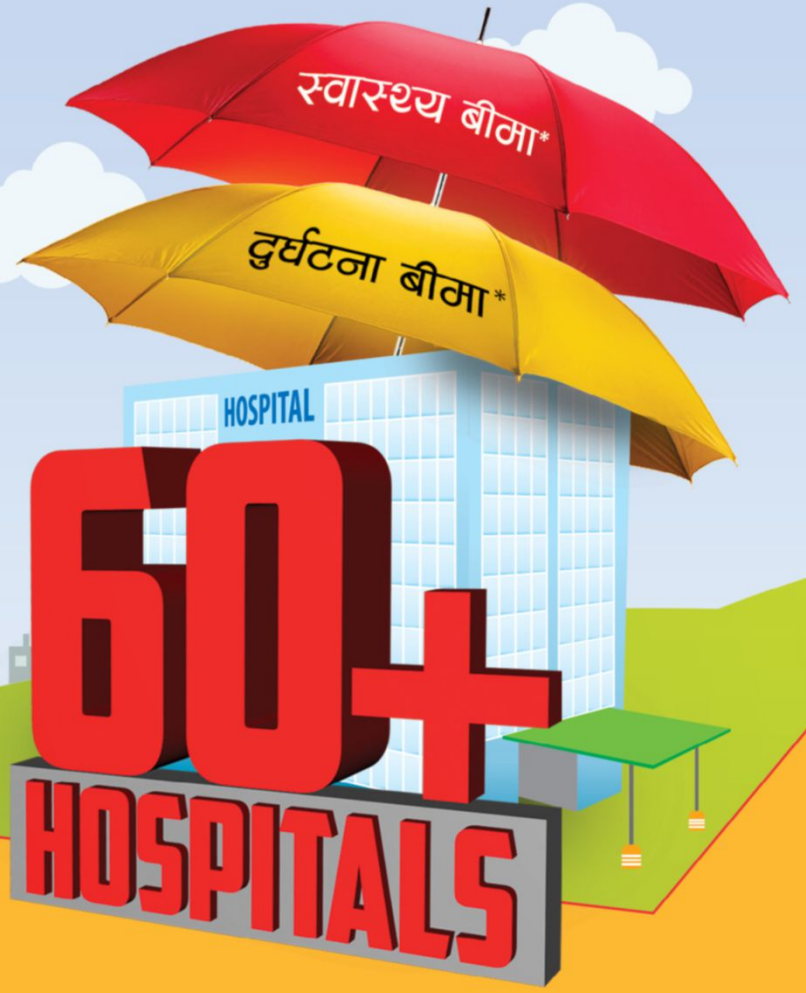
HEAD OFFICE

SLR Techno and Trade Pvt. Ltd.

Kalanga Complex, Dhobighat-12, Lalitpur
Phone No.: 01-554293401, 5539592



फाइदै-फाइदा क्या काइदा सन्राइज बैंकको स्वास्थ्य योजना हरेक बचतखाताको ग्राहकहरुलाई डबल सुरक्षा



- देशभरका ६० भन्दा बढी निम्न निजी अस्पतालहरुमा स्वास्थ्य परीक्षण गराउँदा **५%** देखि **२०%** सम्म छुट
- सरकारी वा तोकिएको निजी अस्पतालहरुमा भर्ना भई उपचार गर्दा लागेको खर्च, बचत खातामा कायम रहेको वार्षिक औसत मौज्दातको **२५%** वा रु. १ लाखसम्मको खर्च शोधमर्ना
- बचत खातामा रहेको मौज्दातको **८ गुणा** वा रु. ५ लाखसम्मको दुर्घटना बीमा

बैंकसँगको सहकार्यमा हाम्रा ग्राहकवर्गलाई विशेष छुट प्रदान गर्नु हुने निम्न उल्लेखित सम्पूर्ण निजी अस्पतालहरुलाई धन्यवाद ज्ञापन गर्दछौं ।

प्रदेश १ षड्मान्स मलिट स्पेसियालिटी हस्पिटल प्रा.लि, दमक । नमस्ते पब्लिक हस्पिटल, दमक । ओम साई पाथिभरा हस्पिटल प्रा.लि, मद्रपुर । मेची दृष्टि आई हस्पिटल, विर्तामोड, कापा । अरनिको हस्पिटल प्रा.लि, मोरङ्ग । न्यूरो कार्डियो एण्ड मलिट स्पेसियालिटी हस्पिटल प्रा.लि, विराटनगर । नोवल मेडिकल कलेज एण्ड टिचिङ हस्पिटल, विराटनगर । आर के चिल्ड्रेन्स हस्पिटल, विराटनगर । विराटनगर अस्पताल प्रा.लि, विराटनगर । विराट मेडिकल कलेज एण्ड टिचिङ हस्पिटल, विराटनगर । मञ्जुश्री पोलिक्लिनिक एण्ड डायग्नोस्टिक सेन्टर, धरान । विजयपुर हस्पिटल प्रा.लि, धरान । एपेक्स हस्पिटल प्रा.लि, ईटहरी । ईटहरी सामुदायिक हस्पिटल, ईटहरी । सुन्सरी सामुदायिक हस्पिटल, दुहबी । दृष्टि आई केयर सिस्टम नेटवर्क्स, मद्रपुर

प्रदेश २ अपोलो अर्थोपेडिक हस्पिटल, वीरगन्ज । वीरगन्ज दृष्टि आई केयर सेन्टर प्रा.लि, पावरहाउस चौक, वीरगन्ज । जाण्डक हस्पिटल प्रा.लि, वीरगन्ज । श्रीमाली हस्पिटल एण्ड रिसर्च सेन्टर प्रा.लि, वीरगन्ज । दृष्टि आई केयर सिस्टम नेटवर्क्स, कलैया

प्रदेश ३ सेन्ट्रल हस्पिटल प्रा.लि, भरतपुर । पितृवन मेडिकल कलेज प्रा.लि, भरतपुर । आईएसएमई मेडिकल कलेज, भरतपुर । मनकामना हस्पिटल प्रा.लि, भरतपुर । नेशनल सिटी हस्पिटल, भरतपुर । श्री पुष्पाञ्जली हस्पिटल प्रा.लि, भरतपुर । चुरे हिल हस्पिटल, हेटौँडा । हेटौँडा सिटी हस्पिटल, हेटौँडा । मकपुर हार्ट एण्ड डायग्नोस्टिक सेन्टर, मकपुर । झवर इवामुना मेमोरियल हस्पिटल, मकपुर । मध्यपुर हस्पिटल प्रा.लि, ठिमी, मकपुर । नागरिक कन्सुमिटी हस्पिटल, गङ्गाधर, मकपुर । अरोसा हस्पिटल, बानेश्वर, काठमाडौं । ब्लु क्रस हस्पिटल, त्रिभुवन, काठमाडौं । क्यापिटल हस्पिटल, पुतलीसडक, काठमाडौं । ग्राण्डी हस्पिटल, धापासी, काठमाडौं । ग्रिन सिटी हस्पिटल, बसुन्धारा, काठमाडौं । ज्योती हस्पिटल एण्ड एकेडेमिक नर्सिङ साइन्स कलेज प्रा.लि, कलिंगाटी, काठमाडौं । मनमोहन मेमोरियल कन्सुमिटी हस्पिटल, दक्षिणकाली, काठमाडौं । मेरिडियन हेल्थ केयर प्रा.लि, महाराजगन्ज, काठमाडौं । नेपाल मेसनल हस्पिटल, कलकत्ता, काठमाडौं । मनमोहन मेमोरियल मेडिकल कलेज एण्ड टिचिङ हस्पिटल, स्वयम्भू, काठमाडौं । न्यूरो हस्पिटल, बाँसबारी, काठमाडौं । ओम हस्पिटल एण्ड रिसर्च सेन्टर प्रा.लि, चाबहिल, काठमाडौं । राजधानी हस्पिटल प्रा.लि, बल्झु, काठमाडौं । सुमेक्षा इन्टरनेशनल हस्पिटल, सितापाईला, काठमाडौं । दृष्टि आई केयर सिस्टम नेटवर्क्स (कलकत्ता, टोसा, जमल, चाबहिल) । गणेशमान सिंह मेमोरियल हस्पिटल एण्ड रिसर्च सेन्टर, महालक्ष्मीस्थान, ललितपुर । गोदावरी मिड सिटी हस्पिटल प्रा.लि, गोदावरी, ललितपुर । मेगा हस्पिटल प्रा.लि, घोदीघाट, ललितपुर । मिनाट हस्पिटल, लजानसेल, ललितपुर । नेपाल मेडिसिटी, मैसपाटी, ललितपुर । निदान हस्पिटल पुल्चोक, ललितपुर । सुमेरु सिटी हस्पिटल, पुल्चोक, ललितपुर । सुमेरु हस्पिटल, धापासेल, ललितपुर । स्टार हस्पिटल लि, सानेपा हाइड, ललितपुर

प्रदेश ४ लमजुङ डिस्टिक्ट कन्सुमिटी हस्पिटल, बेसीशहर । नेशनल अपोलो हस्पिटल, दमौली । पोखरा जनप्रिय हस्पिटल, पोखरा । रत्न हरि मेमोरियल हस्पिटल, दमौली

प्रदेश ५ मर्सी सिटी हस्पिटल प्रा.लि, बुटवल । सिद्धार्थनगर सिटी हस्पिटल प्रा.लि, सिद्धार्थनगर । युनिभर्सल कलेज अफ मेडिकल साइन्स, नैरहवा

प्रदेश ७ सेफर हस्पिटल प्रा.लि, महेन्द्रनगर

तपाईंको बचत, तपाईंको सुरक्षामा

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MAHINDRA eSUPRO

AN ELECTRIC PASSENGER-COMMERCIAL VAN

WORDS & PHOTOGRAPHY: NEPALDRIVES

I In a market as small as Nepal's, jumping onto the "electric vehicle" bandwagon might not even make a dent in the global struggle for environmental wellbeing. However, the trend has picked up fast. The surge in the popularity of electric vehicles took a major shock when load-shedding hours were high. But now that the nation has been declared free of load shedding, things are looking up for the segment.

While personal scooters and cars are slowly falling in people's consideration set, electric vans are yet to take up even a fraction of the overall sales market in the automobile industry. But, as concern about environmental pollution grows, businesses and private buyers will come under increasing pressure to adopt so-called e-mobility solutions.

Spearheading the campaign for the use of electric vans in Nepal is Agni Energy Pvt Ltd with the Mahindra eSupro. We believe this is targeted towards the commercial sector with its use primarily as a people mover. In this issue of Nepal Drives, we test out the eSupro.

EXTERIOR

If boxy designs were a yardstick for beauty, the eSupro could win a national beauty pageant; but it isn't. Although the eSupro isn't running for any beauty contest, for the segment, it does not look bad.

Modern styled headlights flank a simple, slim black grille, indicators are integrated into the headlights. The front end is pretty much dominated by the massive windscreen though.

ORVMs are primitive by passenger car standards, but for a commercial vehicle they'll work. The eSupro gets sliding doors on both sides and large windows to look out of. It runs on wheels that are comically small, but that's part of the van package.

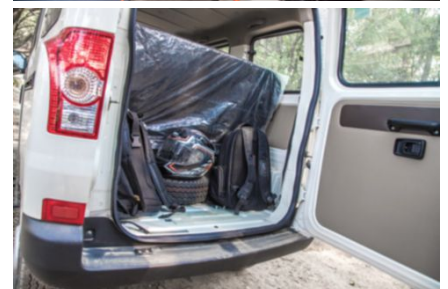
The rear incorporates the rear window into a door that opens like a conventional door for easier access.

INTERIORS

Keep in mind, this is a commercial van; so expecting anything extravagant would be a waste of time. Having said that, the exposed steering shaft is god awful to look



**WE BELIEVE THIS IS
TARGETED TOWARDS THE
COMMERCIAL SECTOR WITH
ITS USE PRIMARILY AS A
PEOPLE MOVER. IN THIS ISSUE
OF NEPAL DRIVES, WE TEST
OUT THE ESUPRO.**





at. We don't have other complaints though. Since there is no gear shifter, three people can sit in the front, although it does get slightly cramped. The driving modes can be selected via a simple rotary dial knob placed on the driver's left.

The dash is pretty much simple, mostly brown with black on the steering wheel and central console. The glove box remains locked and can only be accessed with the key, but you can keep your wallet and phone on the open compartment over it. A modern digital speedometer that lights up in blue and has all the telltale lights including the battery percentage, Distance to Empty (DTE), Gear Engaged etc. breaks the conventionality.

In the rear cabin, there is absolutely nothing to write home about. There are oodles of space in terms of legroom and headroom. Mahindra have said that it's an eight seater, and we'd agree. The boot space with the seats in position and spare wheel is minimal, with enough space for a couple of bags.

PERFORMANCE

There are two driving modes to choose from, one that has a steady power output while there is another (called Boost mode) that provides additional power to handle steep inclines with ease. We found driving in boost mode all the time was more fun, so that's exactly what we did. Did it have an effect on the battery life? Sure. But was it worth it? Yes.

The company claims that the range provided by the battery is 112kms, we'd round it out to about a 100kms. There is regenerative braking which charges the battery every time its brakes are applied, helping the van literally recover the energy it dispenses. In the off chance that you run out of battery in the middle of nowhere, the revive feature gives 7 kms of extra range once you are out of charge to reach the nearest charging point.

Starting off the line is slow and it does seem to struggle a bit, but once it gets going it's a breezy experience (breezy because you have no AC so the windows are down). Driving around the city was a calming experience, almost meditative, with the silent electric motor and soft suspension smoothly lugging us around. You are forced to come out of your trance when you have to make turns from a stand still because you do not get power steering. It is an exceptionally manly feeling at first, but it does get tiring when you're making your 7th U-turn of the day.



SPECIFICATION

BATTERY & ELECTRIC MOTOR

BATTERY PACK RATING: 200AH | **ELECTRIC MOTOR:** 3-PH, AC INDUCTION | **MAX POWER:** 33.5 BHP @ 3000 RPM | **MAX TORQUE:** 90NM @ 1500 RPM

PERFORMANCE

TOP SPEED (KM/HR): 60 | **BATTERY RANGE (KMS):** 112* (PASSENGER VAN)/ 115* (CARGO VAN) | **CHARGE TIME (0 TO 100% @25°C):** 8 HOURS 30 MINUTES |

DIMENSIONS (LXWXH): 3798MM/1540MM/1922MM | **WHEELBASE:** 1950MM | **GROUND CLEARANCE:** 130MM

PRICE: RS. 24,15,000



VERDICT

Despite being a passenger vehicle, which will serve any family who know the car's limits well, we believe the Mahindra eSupro will be a product focused on commercial use.

Now, how will an electric vehicle, more specifically an electric van, play a significant role in the commercial sector? To answer that question, we need to look at a few other aspects. With a range of 112km range, clearly, it needs to be charged every day. With 9 hours needed for a full charge, it limits the on-road time. People would rather have their UV on road earning them money than at home being charged.

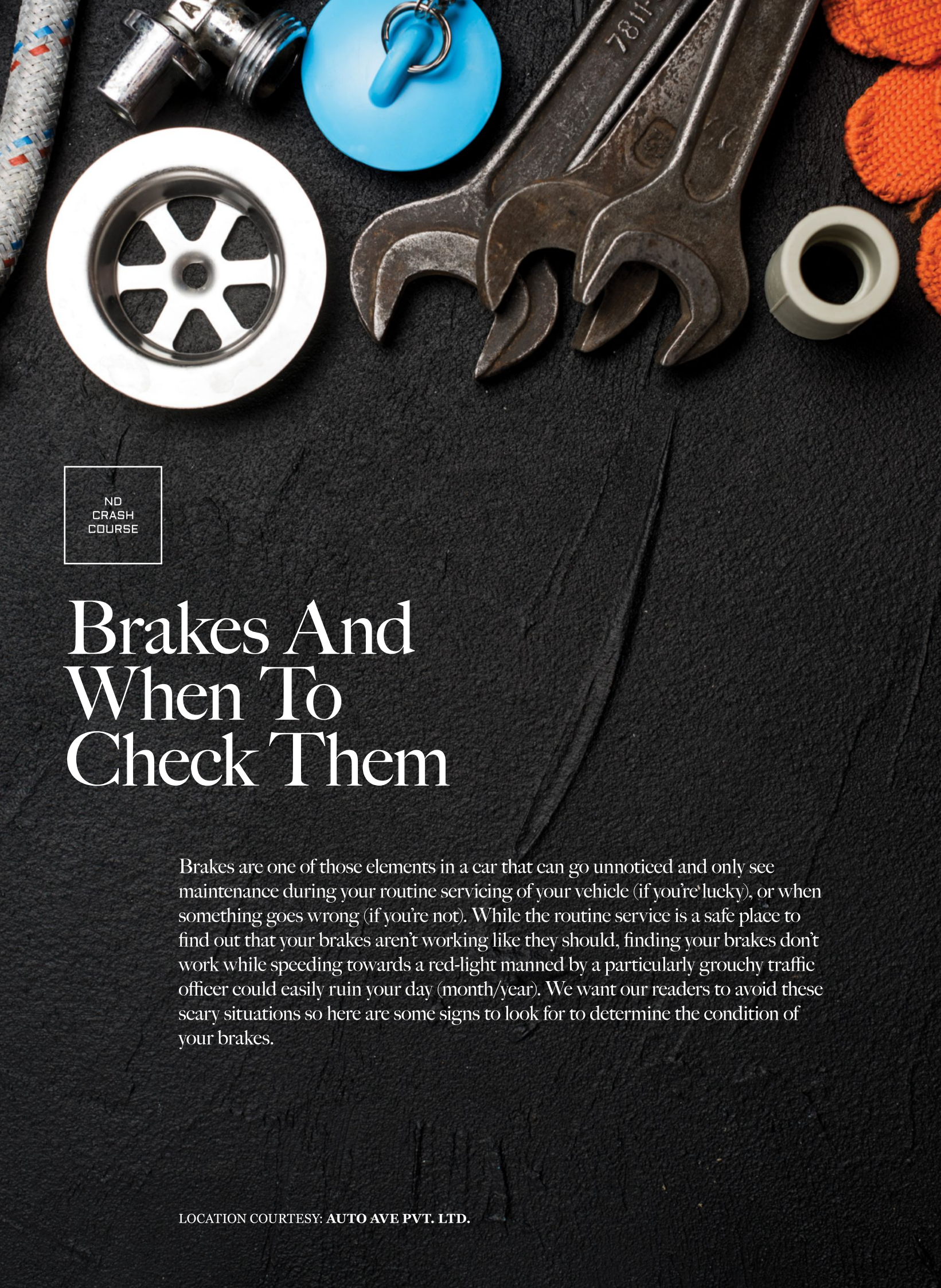
Kindergarten schools, or other businesses that make 3-4 trips daily, might fare better with the charging requirements. Hotels or services used to shuttle tourists around tourist areas could also utilize the eSupro.

Whatever the use might be, the Mahindra eSupro is a step towards better and environmentally friendlier mobility solutions.



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Brakes And When To Check Them

Brakes are one of those elements in a car that can go unnoticed and only see maintenance during your routine servicing of your vehicle (if you're lucky), or when something goes wrong (if you're not). While the routine service is a safe place to find out that your brakes aren't working like they should, finding your brakes don't work while speeding towards a red-light manned by a particularly grouchy traffic officer could easily ruin your day (month/year). We want our readers to avoid these scary situations so here are some signs to look for to determine the condition of your brakes.

LOCATION COURTESY: AUTO AVE PVT. LTD.



Cars today use “Disc Brakes” on either the front or both front and rear wheels. A hydraulic system filled with brake fluid triggers a set of padded clamps known as calipers, the pads of these calipers, often known as “Brake Pads” squeeze on a disc known as the rotor. The friction that occurs between the pads and rotor eventually stops the car. As the pads wear with time, they become thinner which will result in less effective braking of your car.

First up is checking the thickness of these brake pads, it's an easy procedure, you just have to look between the spokes of the wheels and spot the shiny metal disc, it's very hard to miss. On the outer edge of the disc, you will find the caliper, the pads lie between the disc and caliper. Usually the pads have to be one quarter of an inch thick, think as thick as the length of your index fingernail. If they are any thinner, they might need replacement.

Now, we know how much people love blasting music in their cars, our videographer at Nepal Drives is a testament to it. However, playing loud music inside your vehicle not only affects your ears in the long run but is not good for your brakes as well. How? Well, the brake is surprisingly vocal when it falls sick. There is a small indicator in your braking system that emits a high-pitched squeal when your pads need replacing. While you can easily hear this sound even with your windows up, you won't be able to hear it with Swami-D blabbering on your speakers. Keep the volume down eh?



Another warning sign to look out for is if you feel your car trying to sway left or right while driving or braking, that means there could be a problem. It could be a stuck caliper, which could generate friction on one wheel and not on the other resulting the sway towards the stuck caliper wheel. Other possibilities that result in the sway could be a broken brake hose, uneven brake pads, uneven tire pressure, wheel alignment and suspension problems.

Another sign to look for is the vibrating brake pedal, if you feel thrumming on the brake pedal while applying brakes, it indicates that you may have warped rotors; their uneven surfaces will rub against the brake pads, which will send vibration to

the pedal.

A mushy pedal that goes to the floor way before brakes are applied also indicates worn out pads, or a leak in brake fluid, or a problem with the hydraulic system. On the other hand, if you come to a dead stop with the slightest touch of the brake it could mean an unevenly worn rotor, dirty brake fluid or contamination of the fluid by moisture.

Well, there you have it. Keep an eye on these things and if you do find these in your own vehicle we recommend to take it to a mechanic rather than trying to mend it yourself, better be smart than sorry.

TEST RIDE





Rediscovering *Freedom*

Commencal Meta AM V4.2 New Zealand Series 2018

WORDS & PHOTOGRAPHY: NEPALDRIVES
RIDER: ANUP KHATRI

C *Commencal really brought things to life with their dynamic colour range in their products. There was this vivacity in the their lineup that was hard to miss. And that is not only true of their recent lineup. Commencal's story started in the year 2000 with a new century, new aspirations and renewed technologies. It was this liveliness that built up the brand's momentum. The META series came into being in the year 2005; a decade later it was put into the decade's top 10 best bikes by the British Press.*



Commencal has successfully put life into the mountain biking scene. In Nepal too, Epic Mountain Bikes shouldered the responsibility of distributing Commencal mountain bikes in the country and they did a pretty decent job of it. Luckily, this was happening while the mountain biking craze took over in the country. Pedal power garnered a massive appeal and mountain bikes began selling like hot cakes. A new culture began to spawn and did very well for over a decade.

Then all of a sudden, the market dipped. The initial craze began to die down. Pollution levels in the air skyrocketed. People who had taken up cycling as a means of being fit had to stop for the sake of their own health. Things looked bleak, and the industry suffered.

However, this is when the essence of mountain biking rises above and prevails. While the health benefits of cycling might have been a key reason for many commuters to get into cycling, there is a greater draw that spurs mountain bikers throughout the world; that of freedom. Whether you're shredding single tracks, rambling down downhills, or just exploring the landscape; there are very few activities that ensue the same sense of freedom as a mountain biking does.

We think, with the Meta AM New Zealand Series, Commencal have harked back to these very basics. Enjoying the joys of cycling, injecting life into the mundane.



STYLING

Although Commencal have opted out from using their vibrant color lineup, there is just as much life in the styling as ever. The silver paint scheme gets a Maori tribal prints which brings a certain class and charisma to the Meta V4.2.

It must be said though, that this particular bike that we had with us, has been decked out. The DVO Diamond front suspensions provide 160mm of travel and a wicked style element to it. Rockshox Super Deluxe takes care of the rear suspension duties.

Instead of a carbon frame, the Meta AM has a gorgeous brushed-aluminum one and a 12-speed SRAM Eagle drivetrain

WHILE THE HEALTH BENEFITS OF CYCLING
MIGHT HAVE BEEN A KEY REASON FOR MANY
COMMUTERS TO GET INTO CYCLING, THERE IS A
GREATER DRAW THAT SPURS MOUNTAIN BIKERS
THROUGHOUT THE WORLD.





1

SPECS

(WE TEST RODE A FULLY CUSTOMIZED VERSION OF THE BIKE. THIS IS THE SPECS LIST FOR THE CUSTOMIZED META AM V4.2 THAT WAS TEST RIDDEN.)

FRONT SUSPENSION: DVO DIAMOND 160 MM

REAR SUSPENSION: ROCKSHOX SUPER DELUXE 160 MM

DRIVETRAIN : SRAM X11 WITH XT CASSETTE

SEAT POST: BRAND- X DROPPER POST (120MM)

SADDLE: FUNN HD

HANDLEBAR : RENTHAL FATBAR CARBON

STEM : ALL MOUNTAIN STYLE 45 MM LENGTH

BRAKE : SRAM GUIDE R (180/180 F/R)

WHEELSET : FUNN FANTOM BOOST

TYRES : MAXXIS MINION DHF 27.5×2.50 (FRONT)

MAXXIS MINION DHR II 27.5×2.40 (REAR)





2

(THESE ARE THE SPECS FOR THE STOCK VERSION)

SHOCKS: FOX FACTORY DHX2, 230 X 60 MM
DRIVETRAIN : SRAM X11 WITH XT CASSETTE
SEAT POST: KS LEV INTEGRA
SADDLE: RIDE ALPHA 278MM, TI-ALLOY RAILS
HANDLEBAR: RIDE ALPHA, ALLOY 7075, DOUBLE BUTTED
STEM : NEW RIDE ALPHA, ALUMINIUM 6061, 40 MM
BRAKE : SHIMANO XT 200 MM / 180 MM
RIMS: E13 TRS, 32 HOLES, TUBELESS READY, 30 MM INNER WIDTH
TYRES : MAXXIS MINION DHF 27.5x2.50(FRONT)
 MAXXIS MINION DHR II 27.5x2.40 (REAR)
PRICE: RS. 3,38,000

PERFORMANCE

Like we said, Commencal have put in a lot of life into the META v4.2. This is not one of those all-mountain bikes that will happily pull double-duty as a trail bike. It demands speed, and then some more speed, and then some things to smash through with all that speed. Its head angle is perched at an aggressive 65.5 degrees, and its wheelbase stretches to 1,205 millimeters for an incredibly stable wingspan. This makes the ride closer to Downhill than to trail.

VERDICT

The new Meta AM v4.2 breathes new life into mountain biking. While commuting duties are properly fulfilled, it also eggs you onto more adrenaline pumping trails. It gives you the courage and enthusiasm to give that daunting steep drop, which you might have been ignoring till now, another look. And when you finally gather up enough nerve to take it on, the Meta AM V4.2 will take up the challenge and leave you unscathed (unless you

do something stupid). Then you'll want to do it again.

You're always pushed to take on harder and more difficult things with the Meta AM, because it's always ready and willing to take anything on. There's nothing that will hold you, or it, back. Now that right there, is the true expression of freedom.

**IT GIVES YOU THE
 COURAGE AND
 ENTHUSIASM TO GIVE
 THAT DAUNTING STEEP
 DROP, WHICH YOU MIGHT
 HAVE BEEN IGNORING
 TILL NOW, ANOTHER
 LOOK.**

CONTACT
EPIC MOUNTAIN BIKES
JHANSIKHEL, LALITPUR
01-5555021



TERRA ACUTE

#FUN_STARTS_NOW

Key + Key less entry system

Front and rear disc brake system



Over 75km/h, in 7 seconds

100% performance in the hill

Removable battery,
By Panasonic



HELMETS NEPAL

STANDARD HELMET
Rs 5,000+

JACKET
Rs 5,500+

GLOVES
Rs 4,000+

PANTS
Rs 9,000+

BOOTS
Rs 14,000+

HEAD INJURY
Rs 200,000+

NECK INJURY
Rs 50,000+

SPINE INJURY
Rs 400,000+

ARM INJURY
Rs 30,000+

LEG INJURY
Rs 30,000+

CHOICE IS YOURS

helmetsnepal.com
01-4268661/9802061944
Maitighar (Mandala bhawan)



NOTE: Prices are subjective to change as per the recent budget revisions.

ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice						ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice							
<div>APRILIA<div></div><div>D-LIFESTYLES PANI POKHARI, KATHMANDU 01-4423131/132</div></div>						<div>CROSSFIRE<div></div><div>CLASSIC WHEELS EXPORT IMPORT PVT. LTD. PANI POKHARI, KATHMANDU TEL: 980-1024639</div></div>							
	Aprilia SR125	124cc	9.4	8.2	N/A	2,35,900		XZ250RR	249.6cc	30.15	N/A	5 Speed	6,10,000
	Aprilia SR150	154.8cc	10.25	11.4	N/A	2,54,900							
	Aprilia SR 150 Race	154.8cc	10.25	11.4	N/A	2,64,900							
<div>BAJAJ<div></div><div>HANSRAJ HULASCHAND & CO. LTD TEKU, TEL: 01- 4267759 4261200</div></div>						<div>CROSS X<div></div><div>OFFROAD NEPAL PVT. LTD LAZIMPAT, KATHMANDU. TEL : 01-4418789 www.bikersnepal.com.np</div></div>							
	Avenger Cruise 220	220cc	19	17.5	5 Speed	3,42,900		Cross X 250 SE Motard	250cc	29.8	23	6 Speed	6,50,000
	Avenger Street 220	220cc	19	17.5	5 Speed	3,20,900		Cross X 250 SE Dirt	250cc	29.8	23	6 Speed	6,50,000
	Avenger Street 180	180cc	15.3	13.7	5 Speed	3,02,900							
	Discover 125	124.5cc	12.8	11	5 Speed	1,88,900-1,97,900							
	Discover 150	144.8cc	12.8	12.7	5 Speed	2,09,900							
	Dominar 400	373.3cc	34.5	35	6 Speed	5,99,900							
	Platina ES	102cc	8.1	8.6	4 Speed	1,61,900							
	Pulsar 150 DTS-i	149cc	15	12	5 Speed	2,49,900							
	Pulsar 180 DTS-i	178cc	17	14	5 Speed	2,79,900							
	Pulsar NS160	160.3cc	15.3	14.6	5 Speed	2,92,900							
	Pulsar NS200	199.5cc	23.2	18.3	6 Speed	3,29,900							
	Pulsar 220F DTS-i	220cc	21	19	5 Speed	3,19,900							
	Bajaj V15	149.5cc	11.8	13	5 Speed	2,19,900							
<div>BENELLI<div></div><div>KTM INTERNATIONAL TRADING PVT. LTD. NAXAL, KATHMANDU 01-4411439</div></div>						<div>HERO<div></div><div>NEPAL GENERAL MARKETING PVT LTD JYOTI BHAWAN, KANTIPATH TEL: 01- 4225377</div></div>							
	302R	300cc	38.26	26.5	6 Speed	7,50,000		Achiever 150	149cc	13	13	5 Speed	2,07,500
	Leoncino	499.6cc	47	45	6 Speed	9,00,000		Duet	110.9cc	8.31	8.3	N/A	1,77,000
	TNT 135	134.7cc	13	10.8	5 Speed	2,50,000		Glamour	124.7cc	8.9	10.35	4 Speed	1,83,500 (Drum) - 1,88,500 (Disc)
	TNT 25	249cc	28.16	21.61	6 Speed	4,50,000		HF Deluxe	97cc	7.7	8	4 Speed	1,53,000
	TNT 300	300cc	37.73	26.5	6 Speed	7,00,000		Karizma R	223cc	19.2	19.3	5 Speed	2,62,000
	TNT600 i	600cc	82.7	54.6	6 Speed	16,50,000		Karizma ZMR	223cc	19.2	19.7	5 Speed	3,23,000
	TRK 502	499.6cc	47	45	6 Speed	12,00,000		Maestro Edge	110cc	8.31	8.3	N/A	1,81,000
								Passion Pro	97.2cc	8.2	8.05	4 Speed	1,69,500
								Pleasure	102cc	6.91	8.1	N/A	1,65,000
								Splendor iSmart 110	109.15cc	9.3	9	4 Speed	1,69,000
								Splendor iSmart	97cc	8.2	8.05	4 Speed	1,62,500
								Splendor Pro Classic	97.2cc	8.1	8.05	4 Speed	1,57,500
								Splendor Pro	97.2cc	8.2	8	4 Speed	1,61,500
								Super Splendor	124.7cc	9	10.35	4 Speed	1,75,000 (Drum) - 1,81,000 (i3s Drum Brake)
<div>CF MOTO<div></div><div>ANNA INTERNATIONAL PVT. LTD. NAXAL, KATHMANDU TEL: 9851188624, 9841401487</div></div>						<div>HONDA<div></div><div>SYAKAR TRADING COMPANY PVT. LTD, KANTIPATH, TEL: 4253522 4163501 4256199</div></div>							
	ST Papio	124.5cc	9.4	8.3	6 Speed	2,25,000		Activa 125	124.9cc	8.6	10.12	N/A	2,09,900
	150NK	149.4cc	14.3	12.2	6 Speed	2,99,000		Aviator	109.19cc	8	8.77	N/A	1,90,900
	250NK	249.2cc	26.1	22	6 Speed	4,60,000		CB Shine	124.7cc	10.57	10.30	5 Speed	1,96,900
	400NK	400.4cc	42.2	35.4	6 Speed	6,40,000		CB Shine SP	124.73cc	10.16	10.30	5 Speed	2,18,900
	650NK	649.3cc	55.6	62	6 Speed	10,00,000		CB Hornet 160R	162.71cc	15.7	14.76	5 Speed	2,67,900
	650MT	649.3cc	71	62	6 Speed	11,70,000		CBR250R	249.6cc	26.15	22.9	6 Speed	5,29,900
								CBR 600RR	599cc	118	66	6 Speed	24,25,000
								CBR 650F	648.72cc	85	62.9	6 Speed	19,99,000
								CB Unicorn 160	162.71cc	13.82	13.92	5 Speed	2,49,900
								CD 110 Dream	109.19cc	8.25	8.63	4 Speed	1,74,900

Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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HONDA



SYAKAR TRADING COMPANY PVT. LTD.
KANTIPATH, TEL: 01-4253522 | 4163501 | 4256199

	Dio	109.2cc	8	8.77	N/A	1,82,900
	Grazia	124.9cc	8.52	10.54	N/A	2,01,900
	Navi	109.19cc	7.8	8.96	N/A	1,54,900
	CRF 250L	249.6cc	24	22.6	6 Speed	10,50,000
	CRF250L Rally	249.6cc	25	22.6	6 Speed	12,75,000
	CRF Africa Twin	998cc	95	98	6 Speed	25,50,000
	XR190L	184.4cc	15.6	15.7	5 Speed	5,93,900
	XR150L	150cc	12.14	12.5	5 Speed	4,80,000

HUNTER



RAI MOTORS PVT. LTD.
BALUWATAR
TEL-01-4410062, 4427970

	Daytona 350	350cc	34	N/A	5 Speed	6,50,000
	Sniper TT350x	320cc	26	N/A	5 Speed	6,30,000
	Café Racer	320cc	26	N/A	5 Speed	6,20,000
	Spyder	320cc	23	N/A	5 Speed	6,80,000

HUSQVARNA



KTM INTERNATIONAL TRADING PVT. LTD.
NAXAL, NAGPOKHARI, PHONE: 01-4411439

	FE 350	349.5cc	45	N/A	6 Speed	18,50,000
	FE 501	510.9cc	58	N/A	6 Speed	19,50,000
	701 Supermoto	690cc	67	67	6 Speed	25,00,000

ITALJET



CLASSIC WHEELS EXPORT IMPORT
PANI POKHARI, KATHMANDU
TEL: 9801024639

	Buccaneer 250i	250cc	17.43	19	5 Speed	5,50,000
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KTM



HANSRAJ HULASCHAND & CO. LTD
NAXAL, TEL: 01-4415462

	200 Duke	199.5cc	24.6	19.2	6 Speed	4,64,900
	250 Duke	248.76cc	29.6	24	6 Speed	5,54,900
	390 Duke	373.2cc	42.9	37	6 Speed	7,29,900
	RC 200	199.5cc	24.6	19.2	6 Speed	5,49,900
	RC 390	373.2cc	42.9	37	6 Speed	7,19,900

LE MOTO



RAI MOTORS PVT. LTD.
BALUWATAR,
TEL: 01-4410062/4427970

	LRF 250M	249.6cc	34	23	5 Speed	6,05,000
	LRF 250E	249.6cc	34	23	5 Speed	6,05,000
	L77	124.9cc	9.1	10.5	N/A	1,80,000
	Ana 125	124.9cc	9.1	10.5	N/A	1,70,000
	Sweety 125	124.9cc	9.1	10.5	N/A	2,10,000

MAHINDRA TWO WHEELERS



AGNI INCORPORATED PVT. LTD
UTTAR DHOKA
TEL: 01-4414626 | 4414628

	Gusto 110	109.6cc	8	9	N/A	1,76,900
	Gusto 125	124.6cc	8.5	10	N/A	1,87,900

ROYAL ENFIELD



DUGAR BROTHERS & SONS PVT. LTD
BALAJU, TEL: 01-4362992

	Bullet Electra	346cc	19.8	28	5 Speed	4,32,000
	Bullet 500	499cc	26.1	40.9	5 Speed	5,75,000
	Classic 350	346cc	19.8	28	5 Speed	4,49,000
	Classic 500	499cc	27.2	41.3	5 Speed	5,61,000
	Thunderbird 350	346cc	19.8	28	5 Speed	4,99,000
	Thunderbird 500	499cc	27.2	41.3	5 Speed	7,21,000
	Himalayan	411cc	24.5	32	5 Speed	5,61,000

RUNNER MOTORCYCLE



RAMAN MOTORS PVT. LTD.
DHOIGHAT, KATHMANDU
01-5533054, 5538414

	AD 80 Deluxe	85cc	6.14	N/A	4 Speed	1,61,000
	AD 80 Alloy	85cc	6.14	N/A	4 Speed	1,58,000
	Bike RT	80cc	4.3	5.5	4 Speed	1,48,000
	Bullet	125cc	9.6	7	4 Speed	1,88,000
	Cheeta	95.75cc	6.9	6.5	4 Speed	1,63,000
	Kite+	110cc	6.4	7	4 Speed	1,79,000
	Knight Rider	150cc	11.92	12.2	5 Speed	2,35,000
	Turbo	124.84cc	11.2	11	5 Speed	2,35,000

SUZUKI



VG SUZUKI
TRIPURESHWOR,
TEL: 01-4233281

	Access 125	124cc	8.4	10.2	N/A	1,99,900
	Gixxer	155cc	14	14	5 Speed	2,50,900, 2,65,900 (Dual Tone)
	Gixxer SF	155cc	14.6	14	5 Speed	2,85,900 - 2,90,900 (Moto GP)
	Hayate	113cc	8.6	9.3	4 Speed	2,92,900 (Double Disc)
	Intruder 150	154.9cc	14.6	14	5 Speed	1,71,900
	Let's	112cc	8.5	9	N/A	3,09,900

TERRA MOTORS



















































FAIR AUTO PVT. LTD.
DURBAR MARG, KATHMANDU
01-4424046

	Acuto	N/A	3000W	N/A	N/A	2,35,000
	Eco	N/A	2000W	N/A	N/A	1,40,000

Disclaimer: All prices are subject to change without prior notice. Please confirm with the showroom for accuracy.

NOTE: Prices are subjective to change as per the recent budget revisions.

ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice							ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice						
<div>MOTOR HEAD</div> <div></div> <div>SLR TECHNO AND TRADE PVT. LTD. KALANGA COMPLEX, DHOBIGHAT-12, LALITPUR PHONE NO.: 01-554293401, 5539592</div>							<div>DATSUN</div> <div></div> <div>PIONEER MOTOCORP PVT. LTD. THAPATHALI, KATHMANDU TEL: 01-6203567</div>						
	TEKKEN	223cc	N/A	N/A	6 Speed	3,50,900		GO	1198cc (Petrol)	67	104	5MT	22,69,000-23,69,000
<div>TVS</div> <div></div> <div>JAGDAMBA MOTORS PVT. LTD. TEKU, TEL: 01-4237057</div>								GO+	1198cc (Petrol)	67	104	5MT	26,29,000
	Apache RTR160	160cc	15	13	5 Speed	2,44,900		Redi-GO	799cc (Petrol)	53	72	5MT	15,25,000-18,79,000
	Apache RTR180	177cc	17.3	15.5	5 Speed	2,54,900			999cc (Petrol)	67	91	5MT	19,49,000-20,49,000
	Apache RTR200	197.75cc	20.7	18.1	5 Speed	2,91,900	<div>FIAT</div> <div></div> <div>LIFE AUTOMOBILES PVT. LTD. GAIRIDHARA TEL: 01-4004644 4004645</div>						
	Dazz	109.65cc	8.7	8.7	N/A	1,93,900		Avventura (Abarth)	1368cc (Petrol)	138	210	5MT	43,75,000
	Jupiter	109cc	7.8	8	N/A	1,73,900							
	Phoenix	124.53cc	10.8	10.8	5 Speed	1,85,900		Punto Evo (Abarth)	1368cc (Petrol)	145	212	5MT	39,95,000
	StarCity+	109cc	8.3	8.7	4 Speed	1,62,900	<div>FORD</div> <div></div> <div>GO AUTOMOBILES PVT. LTD, THAPATHALI, TEL: 01-4244254 4257001</div>						
	Stryker	125cc	11	10.8	4 Speed	1,79,900		Aspire	1196cc (Petrol)	87	112	5MT	26,90,000-34,94,000
	Wego	110cc	8	8	N/A	1,73,900, 1,78,900 (Combi)							
	Zest	110cc	7.9	8.7	N/A	1,67,900		EcoSport	1497cc (Petrol)	121	150	5MT/6AT	34,40,000-48,90,000
	Victor	109.7cc	9.46	9	4 Speed	1,67,900 (Drum), 1,69,900 (Disc)		Endeavour	3198cc (Diesel)	197	470	6AT	1,21,00,000-1,39,00,000
	XL-100	99.7cc	4.3	6.5	N/A	1,12,900		Figo	1196cc (Petrol)	87	112	5MT	26,99,000-31,99,000
<div>UM</div> <div></div> <div>IME AUTOMOTIVE PVT. LTD. JAMAL, TEL: 01-4166001</div>													
	Renegade Commando 300	279.5cc	24.8	23	6 Speed	4,92,000		Figo	1499cc (Petrol)	110	136	6AT	32,99,000
	Renegade Sports S 300	279.5cc	24.8	21.8	5 Speed	4,99,000		Freestyle	1194cc (Petrol)	95	120	5MT	26,99,000-32,49,000
	Renegade Hypersport 250	223cc	18.5	18.75	5 Speed	4,50,000		Freestyle	1498cc (Diesel)	99	215	5MT	29,99,000-35,99,000
	Renegade Sport 140	137.8cc	10.97	10.53	5 Speed	2,50,000		Ranger	2198cc (Diesel)	158	385	5MT	39,90,000
	Renegade Sport 180	180.4cc	16.7	13.68	5 Speed	2,85,000		Ranger	3198cc (Diesel)	198	470	6MT/AT	69,00,000-77,50,000
	Powermax 125	124.6cc	7	N/A	N/A	1,85,000	<div>VESPA</div> <div></div> <div>D-LIFESTYLES PANI POKHARI, KATHMANDU 01-4423131/132</div>						
	DSR- II 200	198.8cc	14.89	15.58	5 Speed	3,70,000		VXL 125	125cc	9.9	10.6	N/A	2,95,946
	DSR- II 250	223cc	18.5	18.75	5 Speed	3,99,000		VXL 150	150cc	11.4	11.5	N/A	3,20,946
<div>VESPA</div> <div></div> <div>D-LIFESTYLES PANI POKHARI, KATHMANDU 01-4423131/132</div>								SXL 125	125cc	9.9	10.6	N/A	3,10,946
	VXL 125	125cc	9.9	10.6	N/A	2,95,946		SXL 150	150cc	11.4	11.5	N/A	3,35,946
	VXL 150	150cc	11.4	11.5	N/A	3,20,946		VXL Elegante	150cc	11.4	11.5	N/A	3,59,946
	SXL 125	125cc	9.76	10.6	N/A	2,49,946		LX 125	125cc	9.76	10.6	N/A	2,49,946
	SXL 150	150cc	11.4	11.5	N/A	3,40,946		SXL Matte Red	150cc	11.4	11.5	N/A	3,40,946
	VXL Elegante	150cc	11.4	11.5	N/A	3,59,946							
	LX 125	125cc	9.76	10.6	N/A	2,49,946							
	SXL Matte Red	150cc	11.4	11.5	N/A	3,40,946							

Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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HONDA



SYAKAR TRADING COMPANY PVT. LTD,
DHOBIGHAT, TEL: 01-5153041

	Amaze	1198cc (Petrol)	86	109	5MT	32,75,000- 35,75,000
	Brio	1198cc (Petrol)	87	109	5MT/AT	27,00,000- 34,00,000
	City	1497cc (Petrol)	117	145	5MT/CVT	38,75,000- 52,75,000
	Mobilio	1497cc (Petrol)	117	145	5MT	38,00,000- 43,00,000
	BR-V	1497cc (Petrol)	117	154	5MT/CVT	42,00,000- 54,75,000
	Jazz	1199cc (Petrol)	89	110	N/A	34,00,000- 37,50,000
	CR-V	1997cc (Petrol)	152	190	6MT	1,07,75,000
	WR-V	1197cc (Petrol) 1498cc (Diesel)	98 88	200 110	5MT 6MT	41,25,000 - 46,00,000 45,00,000- 49,50,000

HYUNDAI



LAXMI INTERCONTINENTAL PVT. LTD
THAPATHALI
TEL: 01-4101556 | 4101557

	Eon	814cc (Petrol) 998cc (Petrol)	55 68	75 94	5MT 5MT	16,96,000- 18,96,000 22,96,000
	Grand i10	1197cc (Petrol)	81	114	5MT/4AT	26,96,000- 32,56,000
	Xcent	1197cc (Petrol)	82	114	5MT	30,96,000- 34,96,000
	Elite i20	1197cc (Petrol)	82	115	5MT	30,96,000- 36,96,000
	i20 Active	1197cc (Petrol) 1396cc (Diesel)	82 89	115 220	5MT 6MT	37,96,000 42,96,000
	Verna	1591cc (Petrol)	121	151	6MT/AT	42,96,000- 50,96,000
	Creta	1591cc (Petrol) 1396cc (Diesel)	122 89	151 220	6MT/AT 6MT/AT	42,56,000- 52,56,000 56,96,000- 61,96,000
	Tucson	1999cc (Petrol) 1995cc (Diesel)	153 182	192 400	6MT/AT 6AT	81,96,000- 92,96,000 91,96,000
	Santa Fe	2199cc (Diesel)	195	420	6AT	1,22,96,000- 1,28,96,000

ISUZU



CONTINENTAL ASSOCIATES PVT LTD
GAIRIDHARA, KATHMANDU
TEL: 01-4650794 | 44015653

	D-Max V-Cross	2499cc (Diesel)	134	320	5MT	64,99,000
	MU-X	2999cc (Diesel)	174	380	5AT	1,09,00,000

KIA



CONTINENTAL ASSOCIATES PVT LTD
GAIRIDHARA, KATHMANDU
TEL: 01-4650794 | 44015653

	Picanto	998cc (Petrol)	68	94	5MT	24,45,000- 27,45,000
	Rio	1396cc (Petrol)	108	135	6MT	41,00,000- 47,00,000
	Soul EV	Electric Motor	109.1	285	AT	56,00,000- 58,00,000

KIA



CONTINENTAL ASSOCIATES PVT LTD
GAIRIDHARA, KATHMANDU
TEL: 01-4650794 | 44015653

	Sportage	1999cc (Petrol)	155	192	6MT/AT	78,95,000- 83,95,000
	Sorento	2199cc (Diesel)	197	436	6AT	1,25,00,000
	Grand Carnival	2199cc (Diesel)	197	440	6AT	75,00,000- 80,00,000
	Soul	1591cc (Petrol)	122	152	5MT/AT	55,95,000- 59,95,000

MAHINDRA



AGNI INCORPORATED PVT. LTD
PANI POKHARI
TEL: 01- 4414626 | 4414628

	E20 Plus P8	Electric	40	91	Automatic	31,00,000
	Scorpio	2200cc (Diesel)	120	280	5MT	42,25,000- 49,65,000
	Thar CRDe	2498cc (Diesel)	105	247	5MT	37,85,000
	KUV100	1198cc (Petrol)	82	115	5MT	26,95,000- 31,95,000
	XUV500	2179cc (Diesel)	140	330	6MT/AT	52,50,000- 78,50,000

MG MOTORS



PARAMOUNT MOTORS
NEW BANESHWOR , KATHMANDU,
TEL: 01-4783841

	MG3	1498cc (Petrol)	104	137	5MT	36,00,000
	MG6	1796cc (Petrol)	115	215	6AT	61,78,000
	MG GS	1490cc (Petrol) 1995cc (Petrol)	167 220	250 350	6MT/7AT 6AT	54,90,000- 66,70,000 74,50,000
	MG ZS	999cc (Petrol) 1498cc (Petrol)	110 105	160 141	6AT 5MT	55,90,000 50,50,000- 55,90,000














MITSUBISHI



LEON MOTORS PVT. LTD
SHANTINAGAR
TEL: 01-4622074 | 4622485

	ASX	1998cc (Diesel)	150	197	5CVT	N/A
	Pajero	3200cc (Diesel)	201	448	6AT	N/A
	Pajero Sport	2442cc (Diesel)	178	430	8AT	N/A
	Outlander	2360cc (Diesel)	170	226	6AT	N/A

NOTE: Prices are subjective to change as per the recent budget revisions.

ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice						ModelDisplacementPower(BHP)Torque (NM)TransmissionPrice							
NISSAN						SUBARU							
PIONEER MOTO CORP PVT. LTD KAMALADI, KATHMANDU, 01-4427871						VIJAY MOTORS PVT. LTD NAXAL, KTM TEL: 4414625 4425603							
	Micra Active	1198cc (Petrol)	67	104	5MT	25,99,000-28,99,000		Forester	1995cc	148	198	CVT	97,00,000-1,12,00,000
	Sunny XL	1498cc (Petrol)	98	134	5MT	38,99,000		XV	1995cc	148	198	CVT	96,00,000-1,03,00,000
	Navara	1461cc (Diesel)	85	200	5MT	40,99,000							
	Terrano	2488cc (Diesel)	174	403	6MT/AT	72,99,000-79,99,000							
	X-Trail	1598cc (Petrol)	102	145	5MT	42,99,000							
		1461cc (Diesel)	84	200	5MT	53,99,000							
		1997cc (Diesel)	142	200	6AT	1,15,00,000							
SHANGRILA MOTORS PVT. LTD THAPATHALI, KATHMANDU 01-4101655, 4101559						CGIMOTOCORP JHAMSIKHEL TEL: 5547165 5547166							
PEUGEOT						SUZUKI							
	2008	1199cc	110	205	6AT	74,99,000-82,00,000		Alto	796cc (Petrol)	48	69	5MT	15,99,000-17,99,000
	3008	1598cc	165	240	6AT	1,13,00,000 - 1,19,00,000		Alto K10	998cc (Petrol)	67	90	5MT	20,29,000
	508	1598cc	165	240	6AT	95,00,000		Baleno	1197cc (Petrol)	83	115	5MT	29,39,000-37,39,000
								Celerio	998cc (Petrol)	67	90	5MT/AMT	23,49,000-26,29,000
								Celerio X	998cc (Petrol)	67	90	5MT	26,99,000
								Ciaz	1373cc (Petrol)	91	130	5MT	34,49,000-39,49,000
								Dzire	1197cc (Petrol)	82	113	5MT	30,99,000-37,39,000
								Eeco	1196cc (Petrol)	73	101	5MT	19,59,000-19,69,000
								Ignis	1197cc (Petrol)	82	113	5MT	28,89,000-35,19,000
								Omni	796cc (Petrol)	34	59	4MT	10,49,000-14,29,000
								Swift	1197cc (Petrol)	82	113	4MT	27,49,000-31,59,000
								Vitara Brezza	1248cc (Diesel)	89	200	5MT	37,49,000-45,99,000
								WagonR	998cc (Diesel)	67	90	5MT	22,69,000
ADVANCED AUTOMOBILES PVT. LTD 9851229996, 9801027012, THAPATHALI, KATHMANDU						SIPRADI TRADING PVT LTD TEKU TEL: 4250610 4250612							
RENAULT						TATA							
	KWID 1.0	999cc (Petrol)	67	91	5MT/AMT	22,24,533-24,11,663		Bolt	1193cc (Petrol)	89	140	5MT	25,30,000-32,55,000
	Duster	1498cc (Petrol)	105	142	5MT/CVT	37,78,306-51,46,085		Hexa	1248cc (Diesel)	74	190	5MT	31,95,000-34,55,000
	Lodgy	1461cc (Diesel)	108	248	6MT/AMT	45,15,676-58,62,553		Indica	2179cc (Diesel)	148	320	5MT	77,95,000
	Captur	1461cc (Petrol)	84	200	5MT	45,05,500-56,67,000		Indigo	1192cc (Petrol)	64	100	5MT	20,95,000
		1498cc (Petrol)	105	142	5MT	48,14,345-55,32,814		Indigo ecs	1396cc (Diesel)	69	140	5MT	23,95,000
		1461cc (Diesel)	109	240	6MT	51,63,704-64,89,307		Nexon	1405cc (Diesel)	69	140	5MT	28,95,000
								Sumo Gold	1198cc (Petrol)	108	170	6MT	32,75,000-40,55,000
								Tiago	1498cc (Diesel)	108	260	6MT	41,55,000-45,55,000
								Tigor	2956cc (Diesel)	84	250	5MT	32,50,000-37,90,000
								Zest	1199cc (Petrol)	84	114	5MT	23,95,000-29,95,000
								Zest	1199cc (Petrol)	84	114	5MT	24,95,000-32,95,000
								Zest	1193cc (Petrol)	89	140	5MT	31,55,000-34,95,000
									1248cc (Diesel)	74	190	5MT	34,95,000-37,95,000
M.A.W ENTERPRISES THAPATHALI TEL: 4216835 4268788						SSANGYONG							
	Rapid	1598cc (Petrol)	104	153	5MT/AMT	36,95,000-51,45,000		Actyon Sports	1998cc (Diesel)	153	360	6MT	61,99,000
	Superb	1498cc (Diesel)	109	250	5MT/6AT	41,45,000-57,45,000		Korando	1998cc (Diesel)	173	360	6MT/AT	79,99,000-95,99,000
	Kodiaq	1968cc (Diesel)	174	350	6AT	1,16,00,000		Rexton	2157cc (Diesel)	178	420	6MT/7AT	1,11,99,000-1,19,99,000
		1968cc (Diesel)	148	340	7AT	1,36,50,000		Tivoli	1597cc (Petrol)	126	160	6MT/7AT	56,99,000-65,99,000
								XLV	1597cc (Petrol)	126	160	6MT/7AT	58,99,000-68,99,000
IMS MOTORS NAXAL (OPPOSITE TO POLICE HEADQUARTER) TEL: 01-4412055, 9802002750													

Model	Displacement	Power(BHP)	Torque (NM)	Transmission	Price
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TOYOTA



UNITED TRADERS SYNDICATE PVT. LTD
DHUMBARAHI
TEL: 4008801- 4008805

	Etios Cross	1496cc (Petrol)	89	132	5MT	38,95,000-39,50,000
		1364cc (Diesel)	67	170	5MT	41,60,000-43,25,000
	Etios Sedan	1496cc (Petrol)	88	132	5MT	32,00,000-37,50,000
	Etios Liva	1197cc (Petrol)	79	104	5MT	29,50,000-35,90,000
	Fortuner	2755cc (Diesel)	174	420	6MT/AT	1,32,00,000-1,38,00,000
	Hilux	2755cc (Diesel)	175	450	6MT	80,50,000
	Innova Crysta	2393cc (Diesel)	148	343	5MT	69,50,000-87,50,000
		2755cc (Diesel)	172	360	6MT	92,75,000
	Land Cruiser Prado	2982cc (Diesel)	171	410	6MT/AT	1,84,00,000-2,33,00,000
	RAV4	2494cc (Diesel)	177	233	6MT/AT	1,06,00,000-1,30,00,000

VOLKSWAGEN



POOJA INTERNATIONAL PVT. LTD
PANIPOKHARI
TEL: 4006605 | 4006606

	Amarok	1968cc (Petrol)	180	400	6MT/AT	82,00,000-92,00,000
	Beetle	1390cc (Petrol)	73	126	5MT	70,00,000
	Cross Polo	1598cc (Petrol)	103	153	5MT	36,95,000
	Jetta	1598cc (Petrol)	120	200	6MT	70,00,000
	Passat CC	1798cc (Petrol)	200	280	6MT	1,14, 00,000
	Polo	1198cc (Petrol)	74	110	5MT/AT	27,45,000-42,95,000
		1598cc (Petrol)	105	153	6MT	34,45,000
	Tiguan	1390cc (Petrol)	158	240	6AT	99,00,000
		1984cc (Petrol)	180	280	6AT	1,13,00,000-1,28,00,000
		1968cc (Diesel)	141	340	7AT	1,17,00,000
	Vento	1198cc (Petrol)	103	175	7AT	47,45,000
		1598cc (Petrol)	103	153	5MT	36,95,000-45,95,000
		1498cc (Diesel)	108	250	5MT	40,95,000-47,95,000

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